CYCLE NEWS®

WEST Volume XV : Number 45 : November 22, 1978 75¢

Mosier masters MX Finals,

Hannah hustles Shotgun Showdown

Roeseler/Johnson romp in rainy Baja 1000km

Ward takes DG's mini motocross madness

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Now that's entertainment! Motocrossers Bob "Hurricane" Hannah and "John Boy" Savitski and their wrenches Bevo "The Czar of Motocross" Forte and Keith McCarty (make that left to right on the photo I.D.) were stylin' to the full extent of their abundant-yet-warped imaginations at the AMA Awards Banquet. Hannah, by the way, collected his awards for being AMA/Mr. PiBB 250cc National MX Champion, AMA/Toyota Supercross Series Champion, Trans-AMA Champion and AMA Professional Athlete of the Year. McCarty received the 250cc MX Tuner of the Year award.

Seen at the Coca-Cola Bottlers Motocross Finals and the AMA Awards Banquet was Husqvarna rider Chuck Sun. Contrary to popular belief, Sun's leg injury at the Lake Whitney Trans-AMA event will not keep him from contesting the 500cc World Championship MX Series in Europe next year. In fact..."I'll be skiing in three weeks," Chuck said. "It's not as serious as everyone made it out to be."

Wounded in action: Keith McCarty, the gentleman who turns the wrenches on Bob Hannah's works Yamahas sustained a superficial head wound from a flying rock only four laps from the end of the Coca-Cola Bottlers Motocross Finals and was unable to keep signaling the Hurricane. Fortunately, Bevo "The Czar of Motocross" Forte, who does the tuning magic on John Savitski's Yamaha, was nearby and able to assume Keith's duties. A tip of the top hat *to* each other *from* each other.

Mike Bell, winner of the '78 L.A. Superbowl of Motocross and therefore eligible to contest the Quaker State Oil Shotgun Showdown at the Nov. 11 AMA/Toyota Supercross Series finale in Anaheim, didn't contest the event. Mike twisted his previously injured knee during the week prior to Anaheim and was given doctor's orders to take a rest instead.

Suzuki rider Drew Smith topped the Tulsa Enduro Riders' Nov. 12 J.R. Wheeler National Enduro, completing the 106-mile course on his PE175 with only a 12-point loss. Husqvarna's Dick Burleson aced the AA class with a 13-point total. His nearest competitor in the series, Suzuki-mounted Ted Worrell, suffered a flat tire and DNF. Tops in the A class was Suzuki teamster Mike Rosso with 18. David Fogel scored best in the B category with a 26-point tally.

Unofficial results peg Mike Hannon (Yam) as the winner of the Nov. 12 Buckhorn AMA National Enduro. Team Honda's Don Sanford and George Hendricks tied with Hannon at 13 points apiece, with the order decided by the tie-breaker check. Rob Sutliss and Dave Bertram finished one point back of the leaders. The event was held in northern California and hosted by the Redding Dirt Riders.

Pat Bresach, wife of AFM President Harry Bresach, died Sunday afternoon after being stricken with a heart attack at the AFM race at Riverside. Our sympathy goes out to Harry and all of Pat's family and friends.

Roger and Laurie DeCoster are the proud parents of a baby boy, as yet unnamed, who was born in Santa Barbara, CA on Nov. 9 at 8:52 p.m. The future (probably) MX star weighed in at 9 lb. 4 oz. and measured 22 inches in length. The DeCosters are trying to come up with a name that sounds good in French, Roger's native tongue, and in English, too.

The International Trials Association announced that their trials event scheduled for Nov. 19 at Saddleback Park has been cancelled.

Harley-Davidson racing honcho Dick O'Brien has announced that Steve Morehead will be joining Grand National Champion Jay Springsteen and Corky Keener on the H-D team for the 1979 season. "We weighed a lot of factors in making our decision to ask Morehead to join the team," said O'Brien from Harley's Milwaukee headquarters. "Bill Werner will again handle the tuning on Springsteen's machinery while Steve Storz will take over the duties for Morehead," continued O'Brien. "Keener will also have the full backing of Harley although he will not have a factory mechanic for his equipment. Ted Boody, while no longer on the team, will be provided with bikes and parts for the coming season."

Steve Morehead, contacted at his Findley, Ohio home prior to leaving for the AMA Professional Awards Banquet, was nearly speechless over his invitation to join the H-D team. "It's an honor," said Morehead who is normally never at a loss for words. "I've been working for this for a long time and now that it has finally happened it's a little hard to believe. I haven't really come down off cloud nine yet."

The Wilseyville Hare Scrambles returns on Nov. 19 at Schaad Resort in (naturally) Wilseyville, CA. The 125cc and Old Timers classes run at 9 a.m., the 250cc class at 11 and the Open bikes take off on the seven-mile course for their one and one-half hour event at 1 p.m. More info is available at 209/223-0300 (days) or 209/286-1583 (nights).

Tickets will go on sale Dec. 15 for the opening round of the AMA/Toyota Supercross at the Oakland Coliseum. The race will be run Sunday afternoon at 2:00 p.m. Jan. 28. Tickets are available from the Coliseum box office, BASS, Macy's and Ticketron agencies, or call 415/824-2743 to charge your tickets. The race is co-promoted by Harold Murrell Enterprises and PACE Management.

The California Desert Conservation Area Advisory Committee will meet Nov. 30 through Dec. 2 at the Ben H. Lewis Hall, Raincross Square, 3443 Orange St., Riverside, CA. On Thursday evening, Nov. 30, BLM Director Frank Gregg will address the Committee, and on Saturday morning, one of the topics will be "Human Impacts on Desert Resources."

By the way, if you wish to contact the Desert Advisory Committee, or the Desert Plan Staff, write to 3610 Central Ave., Suite 402, Riverside, CA 92506. The mailing addresses for other BLM offices remain the same.

Don't forget to enter/show up at/support the Maywood Motorcycle Club's Toys for Tots Grand Prix, run out of Sunrise Valley Cycle Park near

(Continued to page 31)

Violating BLM regs may jeopardize AMA land use negotiations

WESTERVILLE, OH, NOV. 13

The American Motorcyclist Association has expressed deep concern over the possible participation of California desert motorcyclists in any organized or "unorganized" desert activity that might violate the Bureau of Land Management regulations.

Between now and 1980, AMA will be conducting a delicate and continuous negotiation with BLM on behalf of all off-road riders. Every effort is being made to insure that adequate desert riding opportunities, including competition courses, are part of the final desert plan which is subject to completion in 1980. Unauthorized events or similar demonstrations in the deserts could jeopardize that negotiation and endanger future riding opportunities in the California desert.

BLM regards groups up to 50 as casual participation, but larger numbers require adherence to agency regulations. AMA advises against becoming knowingly involved in groups larger than 50 riders that do not conform with BLM regulations for organized activity. ●

Suzuki stomps at Stump Jumper

Suzuki Team Rider Ted Worrell wins AA Class and privateer Suzuki rider is Grand Champion at Stump Jumper National Enduro.

How do you beat a Suzuki in a National Enduro? Ride another Suzuki. That's what privateer Billy Glenn did at the New Jersey National Enduro. Billy was crowned Grand Champion after turning in a great performance on his Suzuki PE-250. 2nd overall and winner of the AA Class was steady Ted Worrell. As usual, the Suzuki Team Rider piloted his PE-250 around the rugged 100 mile course in near-perfect style. Nice going, Ted and Billy. If you're thinking about getting an Enduro bike, we hope you've gotten the message. Namely, it takes a PE to compete with a PE. See one at your Suzuki Dealer soon.

AA Class winner Ted Worrell

Suzuki. The performer.

SUZUKI®

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ON THE FRONT PAGE: Fresh from his Coca-Cola Bottlers' Motocross Finals win, a jubilant Gaylon Mosier is joined by equally jubilant Rocky Williams. Photo by Charles Morey.

INSIDE

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VOICES

Mad as hell

We are mad as hell, and we are not going to take it anymore. As organized desert racers, we continue to lose ground.

We lost Barstow to Vegas four years ago because of pressure from environmental groups. The next year we lost the Check Chase run to the river. This year the SoCal race has bit the dust.

We have lost areas that we have raced over for 25 years.

We have had our courses changed at the last minute by the whims of the BLM.

We are tired of Bureacratic BS.
We are tired of Environmental blackmail.
We are tired of red, tape, denied permits and canceled races.
We are tired of writing letters.
We are tired of sending telegrams.
We are tired of being pushed.
We are tired of bending.

We are not going to bend anymore. Saturday, Nov. 25 the Thomas family is going to take a trail ride to Las Vegas. We will obey the laws and follow existing roads and trails. If the BLM choses to arrest us, we will fight for our rights through the courts.

We are being run off of our land. It is time to stand up and be counted.

THE ALAN THOMAS FAMILY
Sylmar, CA

Good guy, Pashayan

Good guys win once in awhile, after all. Or to put it another way: Today, John Krebs; Sen. Alan Cranston, the next time around. The Associated Press called Krebs' 17th Congressional District defeat by novice Chip Pashayan a shocker.

Nobody thought Sierra Clubber Krebs was in trouble. But he was—having failed to listen to a district comprised not of preservationists but those who sought multiple use of public lands. His Cranston-backed sally against Mineral King development did it and suggested, perhaps, that the voters finally are saying, "basta . . . enough!"

As for Pashayan, he was one of only two politicians who attended our Golden Trout Wilderness protest rally in the Sequoia National Forest in July, promising at the time if elected to introduce legislation repealing the Sierra Club landgrab. He's one of us and an officeholder who isn't afraid to drive a couple of hundred miles to find out what the people really think.

My opinion, for what it's worth, is that the new congressman ought to be contacted at P.O. Box 12011, Fresno, CA 93776. Let him know we are behind him. And let your own congressman know that this freshman ought to be supported.

OWEN KEARNS, JR.
Bakersfield, CA

No more Sespe

I just finished reading the article "Ride the Sespe" by Donald Betsworth in the Nov. 15 issue of *Cycle News*. I believe I am one of the riders he refers to in the story. In late summer of 1977, I rode from Gorman to Sespe and spoke to a man and his son. He said he had written for *Cycle News*.

My buddy and I again rode from Gorman to Sespe in early July, 1978. Our usual two to two-and-one-half hour ride took almost four hours this time.

While we got to the hot springs, there were no "golden girls"—there was nothing! The whole place had been washed away the the heavy rains of the past winter. You couldn't even tell where the hot pool had been.

There was no one at Sespe but us. The place used to be full of bikers and four-wheel-drive vehicles that come in from Lion's Camp.

Hopefully, one day it will be rebuilt. I've always enjoyed the ride there, and it's been a great place to spend a couple hours resting and watching.

DAN GLICK
Simi Valley, CA

San Jose salvation?

Regarding the letter to the editor, issue of Nov. 8, on the San Jose Mile sent you by Marcus F. Guthorsen: It was the finest letter I have ever read on this subject, and I thank the writer.

We do have problems with the neighbors, and it has been a battle with little if any support from those in racing.

We have done everything possible to please these neighbors but, as one of them said, "I just don't like racing."

The atmosphere does look better for us now than in the past as the fairgrounds needs the revenue from our events, a lot of money, since the passage of Proposition 13. And most of all we have tried to work with the neighbors and the fair.

But we can use all the help we can get looking ahead to future years, so do send those letters to the Board of Supervisors, 70 West Hedding, San Jose, CA 95110 with copies to the Fair, 344 Tully Road, San Jose, CA 95111. Do it now, PLEASE.

BOB BARKHIMER
Scotts Valley, CA

Heading for sunny Florida

I need some help in getting some information about the Florida Winter-AMA Motocross series. I'm a 125cc Amateur rider in northern California and my dad and I want to ride the Sportsman races they have on Saturdays before the big races on Sunday. Please let me know where I can get this information.

KEVIN DROIVOLD
Stockton, CA

OK Kevin, here's what you do. Write or call Mr. Bill West, 6430-16th Street North, Suite B, St. Petersburg, FL 33702; 813/522-1513. He's the head honcho at SuperSports Promotions, Inc., which sponsors the Florida Winter AMA series. He'll be glad to fill you in on all the details . . . Editor

Lady racers get standing ovation

Having been lucky enough to take an active part in the Women's National Motocross, held at Carlsbad Raceway October 28-29, I want to express my respectful admiration for each competitor in that event.

For two successive days of intense, grueling racing, these ladies maintained a spirit of competitiveness of which they should all be very proud. This enthusiasm, complimented by their consistent thoughtfulness and cooperation, was the catalyst that solidified the success of the weekend.

My helmet is off to these women athletes from whom some of their male counterparts could take a much needed lesson.

TOMMY PEARL
Encinitas, CA

Shultz sez

I would like to thank all of my sponsors this past year for helping me earn a factory ride with Maico USA: Hi-Point Racing Products, Works Performance Shocks, Wheelsmith Engineering, Rancho Cordova Suzuki, and Sisler Construction. A special thanks to my father-mechanic Orville, who traveled with me, and Toyota and Mr. PiBB for sponsoring the Supercross Series and National Championships.

Contrary to an ad which appeared in *Cycle News* a couple of weeks ago, I have raced exclusively with Works Performance Shocks for over one year. The mistake came about when I tested another brand of shocks, and found out my Works Performance Shocks were superior; I will continue to use them.

DARRELL SHULTZ
Orangevale, CA

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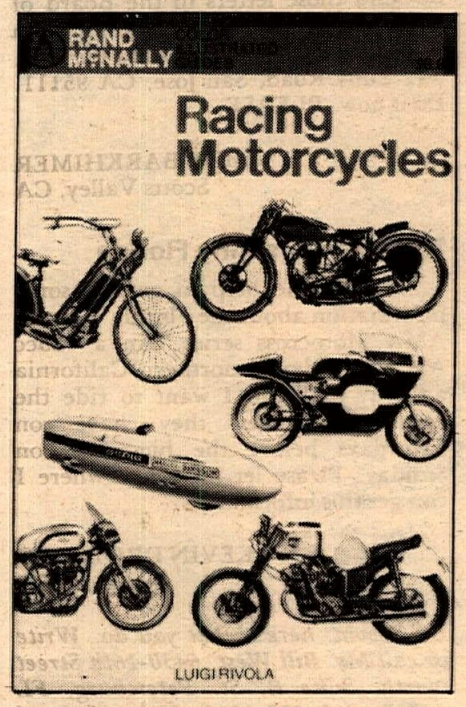
Book Review



Racing Motorcycles

By Luigi Rivola

Published by Rand McNally

If you're the least bit interested in road racing machinery, run - don't walk - to your nearest bookstore and purchase a copy of this 320-page paperback.

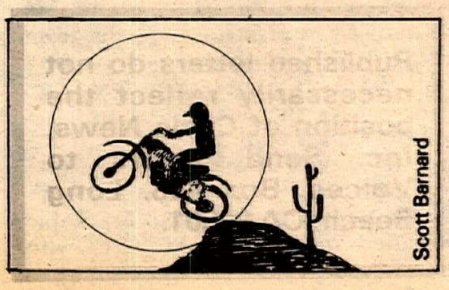
The $6.95 volume, one of Rand McNally's "Color Illustrated Guides" series, contains 194 full-color illustrations and numerous black and white illustrations, the majority of both being drawings of motorcycles.

The 5" x 7½" book separates the many examples of racing machinery by countries, not marques. While every road racing bike is not pictured, all the important machines are. Technical data accompanies each illustration and while not alway spot-on (figures are often rounded out to the nearest whatever) and top speed figures stretch the imagination in many cases, the data is instructive.

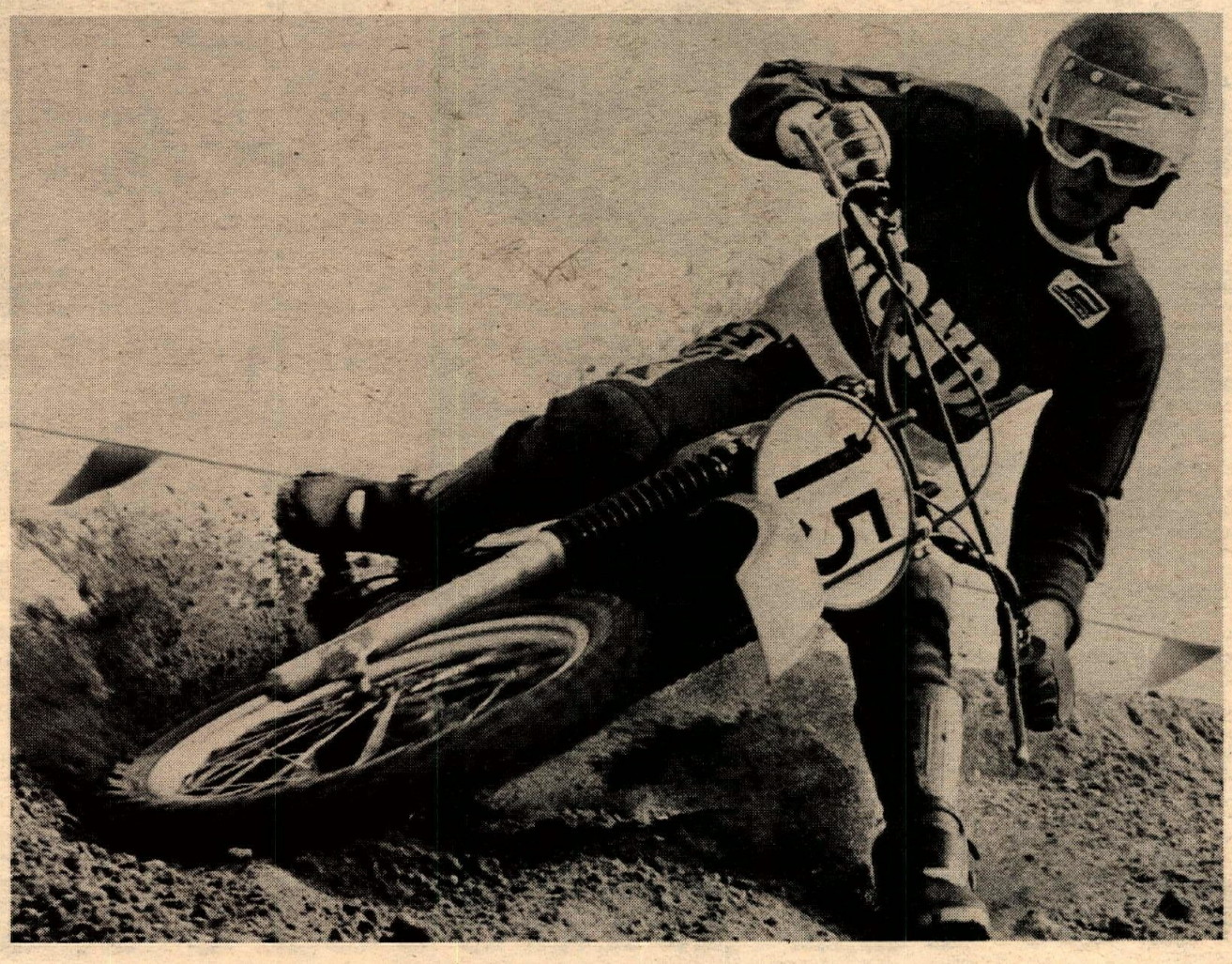
As a bonus, dozens of marque insignias are reproduced (via color illustrations). Also included is a chapter on the evolution of racing machinery, followed by lists of World Champions.

An indispensable volume for tarmac freaks, the book can be enjoyed by anyone interested in motorcycling. Testimony to the preceeding statement is furnished by the countless number of people who have picked the book up off my desk at work or coffee table at home and - to a man/lady - said, "Hey, I've got to get a copy of this book." Like we said, run - don't walk. Better yet, ride to your nearest bookstore for your copy of *Racing Motorcycles*.

Jack Mangus



WORKS CLOTHES.



No riders demand more from their gear and clothing than the members of Team Honda. They've got winning on their minds, and the name Hondaline® is an important part of this competitive philosophy. In fact, Team Honda has played a major role in the design of most Hondaline motocross products. Pro-Honda MX Boots: Easy-on and -off, thanks to Velcro® closures. Steel shank for firm arch support; steel shin plate for added protection. Top-quality black cowhide. Pro-Honda MX Pants: A brand-new design. Rugged cordura nylon with Jofa™ knee/shin guards. Freedom of movement, thanks to spandex insets. Team Honda red, white and blue accents. Hondaline Gloves: Great comfort and protection for the hands. MX II style in pliable cowhide; or new Pro-Honda MX style in goatskin. Competition Jerseys: 100% rugged nylon with padded elbows, ribbed knit collar and ribbed cuffs. Racing Goggles: Lightweight, good ventilation plus panoramic vision. Features foam face seal and foam-covered upper and lower vents. Team Honda Helmets: Multiple-layer fiberglass construction that meets or exceeds Snell '75 requirements, today's most stringent testing standard. Check out all the Hondaline gear at your Honda dealer's today!

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Anaheim Supercross Nov. 11, 1978

MOSIER WINS!

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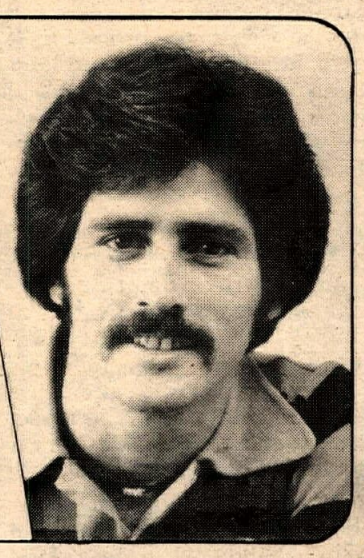
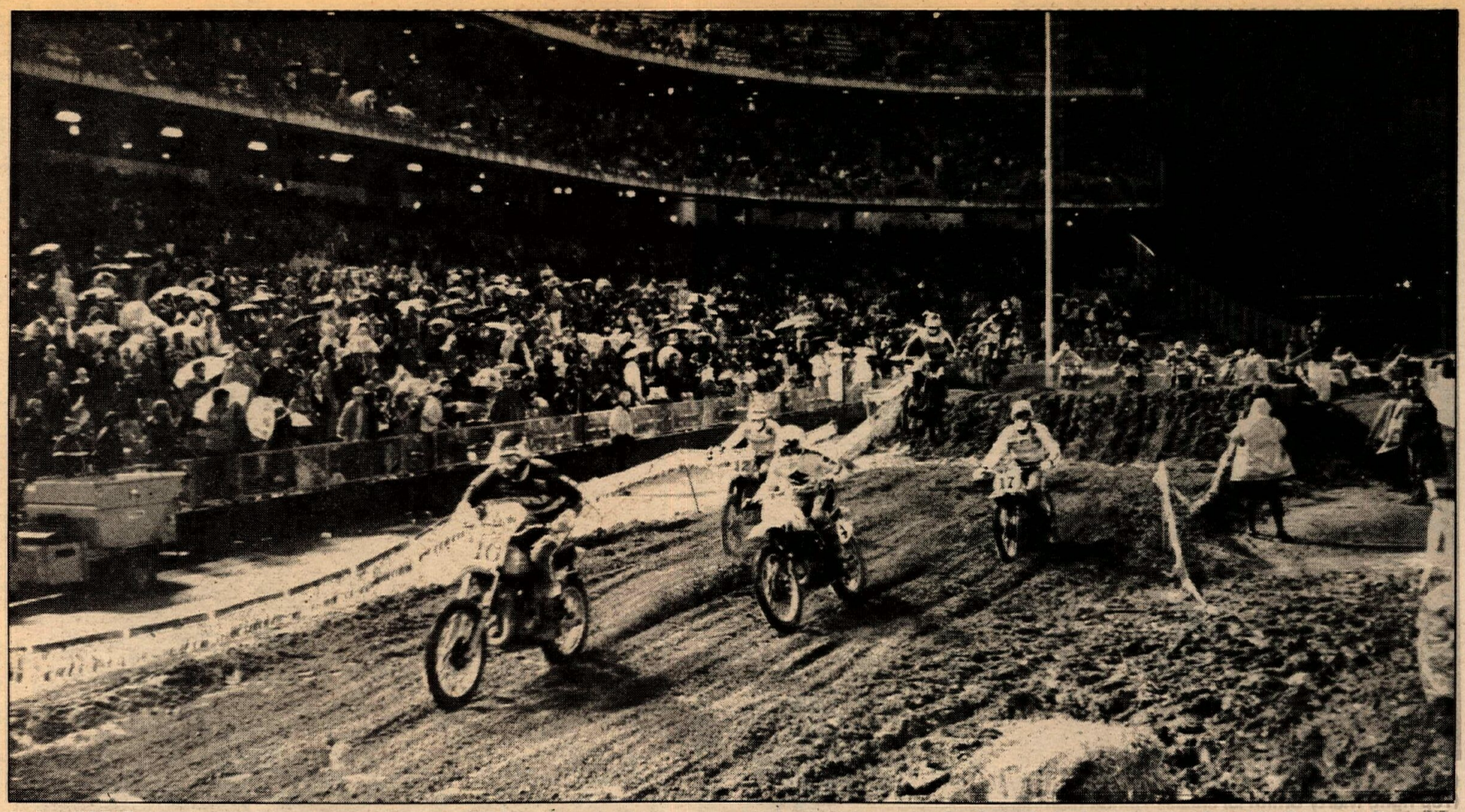




Before 39,743 spectators and nearly that many umbrellas, Honda's Jim Pomeroy (10) takes the soggy Anaheim holeshot ahead of Suzuki's Danny LaPorte (4) and Kawasaki teamsters Gaylon Mosier (12) and Jimmy Weinert (17).

AMA/Toyota Supercross Series finale

Mosier masters Finals, Ha

By Charles Morey
Photos by Dale Brown and Morey

ANAHEIM, CA, NOV. 11

"I was trying *so hard* to concentrate I didn't know *what* I was doing — I was just racing!" Team Kawasaki rider Gaylon Mosier, trying to collect his thoughts after the super-intense rain-shortened 15-lap final event in the Coca-Cola Bottlers Motocross Finals, answered TV commentator Dave Despain's question regarding his race tactics. Still wired to the max, Mosier fielded Despain's questions under the beaming smile of mechanic Rocky Williams. At that time, only moments after Butch Lee had unfurled the checkered flag, it seemed that of the two, only Rocky full realized what they'd accomplished. It would hit Mosier 10 minutes later when, walking toward the pits he'd suddenly fling his arms in the air, yell "I won!" and then throw his arm around his wife almost knocking her off her feet.

In the wake of a tremendous Bob Hannah/Marty Tripes controversy questioning whether the two series point standings leaders would ride at Anaheim, Mosier's win was surprisingly decisive. After following Team Honda's early leader Jim Pomeroy through the first lap, Mosier took command and was never challenged.

Marty Tripes crashed in turn one, as did Honda teammate Steve Wise, and Marty was unable to salvage a top finishing position. (Wise recovered to 11th, an admirable effort.) Bob Hannah, who started around sixth place, finished second after a close encounter with Pomeroy at the nine-lap mark.

Third place went to win-streak runner Darrell Shultz, the semi-privateer Maico-mounted winner of the Nov. 5 Trans-AMA finale at Sears Point. Shultz's hot streak — especially timely right at the season's end when '79 rider contracts are being finalized — is keeping the team scouts' eyes aimed his way. It appears that Darrell may land a fully sponsored position on one of the Japanese squads for the '79 season.

Rounding out the top five were Kawasaki's Jimmy Weinert and Honda's Jim Pomeroy. ("That was just a warning! Watch out for the old man next season." Weinert — introduced as "Jaws III" by M.C. Larry Huffman — would announce to triple title winner Bob Hannah at the Nov. 12 AMA Awards Banquet.)

Heats

Four 10-lap qualifying motos of 20 riders each narrowed the field to 20 riders who transferred directly to the final event — the top five qualified. Then two semifinals placed the top two from each into the final moto. And finally, the consolation race winner rounded out the 25-rider final event.

Jimmy Weinert served part one of his '79 warning in the first of the four qualifying motos. It was Dave Wood on the All Proof Synthetic-sponsored Yamaha who led the opening laps while Weinert hounded "John Boy" Savitski, trying to take over second place. Weinert accomplished that goal, then, when Wood bailed off at The Mountain jump, Weinert inherited the lead.

By that time, Marty Moates, riding an LOP Honda, had moved up from his seventh place starting position into third and begun to pursue Savitski. He passed a lap later for second place.

Bob Hannah, conspicuous in his absence near the front of the pack with a ninth place start, had followed Moates and Honda's Jimmy Ellis up toward the front. He got around Ellis and zoned in on Moates, leaving Ellis to engage in a few laps of elbow bumping with Savitski.

On the final lap with Weinert charging toward the flag, Hannah got around Moates. Moates crossed the line a good distance behind, shaking his head after apparently having tangled with a slower rider. Savitski and Ellis were the last two to transfer.

Heat two saw Marty Tripes fall on the first lap as Honda teammate Steve Wise blasted off on his way to a gate-to-flag victory. Keeping Wise honest were LOP riders Mark Gregson and David Taylor who put in a solid 2-3 punch once they sorted it out between them who'd take the number two slot. Taylor took it after passing Gregson in the opening laps.

Kawasaki's Gaylon Mosier moved up from a seventh place start to take fourth. Team Suzuki's Danny LaPorte hustled from an eighth position at the start, just behind Mosier, to finish in the fifth and final transfer spot, still just behind Mosier.

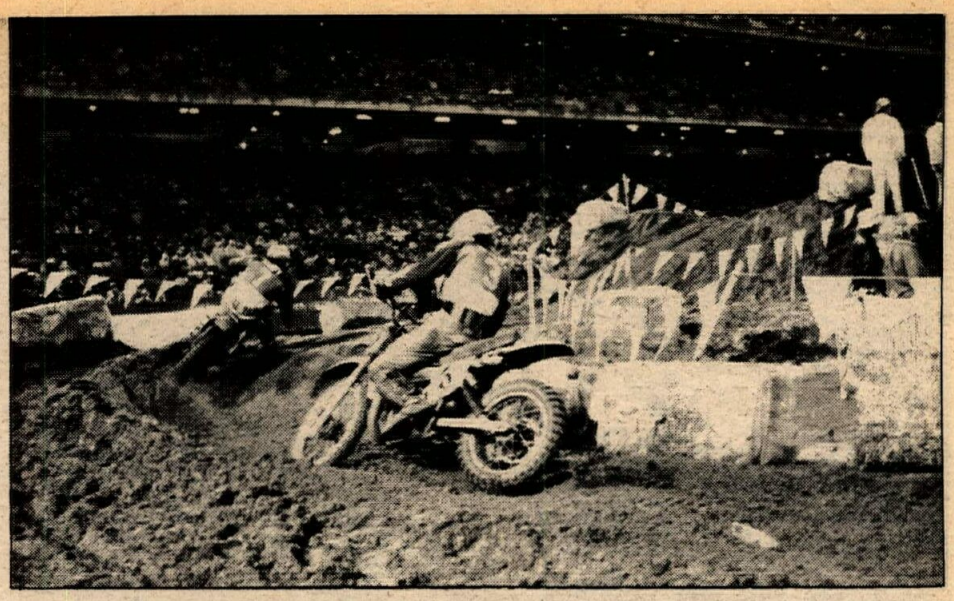
Kenny Zahrt and Graham Noyce both went down at the start of heat three; Zahrt was able to drive to the hospital alone in spite of his leg injury, and Noyce also took a ride in for emergency room treatment of an injured elbow. Team Yamaha's newest recruit, "Rocket Rex" Staten had the lead, but by the end of lap two, Jim Pomeroy had found a way around the number two man in this year's Trans-AMA MX Series title chase. An attempt later to retake the lead was halted when Staten fell then recovered settling for second at the checkered flag.

Maico rider Denny Swartz started strongly, but as he put it afterward, "I kept falling over." Suzuki's Kent Howerton moved to third from his seventh place starting slot edging Can-Am rider Gary Semics and Moto-X Fox Yamaha-mounted Danny Turner back into the last two transfer spots.

The fourth and last qualifying moto set the stage for Marty Smith's best stadium ride in recent history. The former 125 and 500cc National Number One pulled out ahead at the start and carried his lead all the way to the end.

Meanwhile, Smith's teammate Tommy Croft picked up one slot from third to second after putting Yamaha/Luft Shock-sponsored Ron Turner back one placing to third.

Billy Grossi, riding a Maico, made his way up to finish fourth, getting around Kawasaki teamster Steve Stackable late in the moto. Stackable rounded out the top five who transferred.



(Above) Hannah passed Shultz in the last few minutes for second place. (Top right) Marty Smith (3) chases Honda teammate Tommy Croft (7) midway through the final moto. (Right) Danny LaPorte had second under control until a broken chain sidelined him on lap 11 of the 15-lap final.

nnah hustles Showdown

Darrell Shultz crashed early in the moto, losing his fourth place start and was relegated to riding the semi along with the others who placed sixth through 15th.

Semis

Team Honda squeezed two more riders into the main event in the first of two semifinal motos as Warren Reid and Marty Tripes overtook holeshot robber Greg Robertson, riding a Kolbe Cycle-sponsored Can-Am, in the final moments of the race. Privateer Honda rider Ron Pomeroy scored the second semi victory in a start-to-finish charge as Darrell Shultz got his Maico into the final with an equally solid second place all-the-way ride.

Consolation

Greg Robertson took advantage of his last chance to make the program — this time without the Team Honda Reid/Tripes duo to spoil his fun — and led the Consolation from beginning to end. Denny Swartz and Ken Adams, both Maico-mounted, trailed Robertson's Can-Am for the 2-3 places in the final race before the main event.

Final

As 39,743 shivering spectators huddled beneath a blossoming field of multi-colored umbrellas, Team Honda's Jim Pomeroy ripped off the holeshot ahead of 24 other top AMA Pros with one thing on their minds: Win! Almost immediately, however, two of Pomeroy's teammates — Marty Tripes and Steve Wise — saw their hopes destroyed in first turn get-offs. Both restarted well behind the long-gone pack as did Team Suzuki's Kent Howerton.

If Pomeroy was serious about taking the Anaheim win, Gaylon Mosier was fanatic. The Team Kawasaki pilot zeroed in on the Honda's tail and went to work. Following Mosier were his Team Lime-green teammate Jimmy Weinert, Suzuki's Danny LaPorte, Darrell Shultz, Bob Hannah, Marty Moates and Tommy Croft. Completing the top 10 were Marty Smith and Jimmy Ellis on the Hondas.

On the second lap, Mosier had his pace set, and it was faster than Pomeroy's. He found an open line and slipped past into the lead. From then on it was his race — if nothing broke and he made no mistakes. Neither tragedy occurred.

Hannah, in the meantime, was hardly ready to settle for his sixth place start. He eased around Shultz, then chose Jimmy Weinert as his next target. But the "old man" held his ground, and Hannah spent four laps before finally taking fourth from Kawasaki's elder statesman.

LaPorte wasn't wasting any time either. After passing Weinert in the opening laps, Danny aimed for Pomeroy and passed him on lap five. At that point, one-third of the way through the 15-lap feature event, it was Mosier, LaPorte, Pomeroy, Weinert and Hannah. Rounding out the top 10, Shultz, Moates, Croft, Smith and Ellis followed.

No one, it seemed, could catch Gaylon Mosier. Lap times during the heat races had run a fast, consistent 1:24 to 1:26 among the winners. On lap six of the final event, Mosier pushed his Rocky Williams-tuned Kawasaki to a 1:18 time. He'd established a secure lead — as secure as any stadium event lead — over LaPorte.

But the crowd was watching, waiting and wondering About Bob Hannah. Would he pull off one of his incredible come-from-behind rides and once again ruin the early leader's game plan?

Hannah, as it turned out, was working on that. But in a gross misjudgement, he stuffed the Keith McCarty-tuned Yamaha in under Pomeroy in a move that sent them both over the berm! Both Darrell Shultz and Jimmy Weinert passed as the pair recovered from the surprise crash.

On lap 10, two-thirds of the way through, Mosier still maintained his lead with a textbook display of concentration and ability putting the power to slippery clay ground.

As Hannah got by Pomeroy — cleanly this time — on lap 11, Danny LaPorte's Suzuki suddenly coasted to a halt. The second place holder had broken a chain! He threw up his hands in exasperation and headed back toward the pits.

With LaPorte out, Darrell Shultz inherited second place, still well behind Mosier. But Hannah was moving again. And on lap 14, the next-to-last time around, he reeled in the Maico rider and took over second place.

That was it. At the end of lap 15, Mosier acknowledged the checkered flag and rolled into the infield where the horde of journalists waited.

Out from the mechanics' signaling area came Rocky Williams moving at full speed, obviously the proudest man at the scene, shouting his approval as he tackled his rider and slapped him on the back.

"That was really nice of Hannah," Mosier quipped when Despain informed him of the crash with Pomeroy, "I appreciate it!"

Shotgun Showdown

Bob Hannah made it obvious that his donation to the Mosier family budget in the Coca-Cola Motocross Finals was entirely unintentional when he blew away his three contenders in the six-lap Quaker State Oil Shotgun Showdown, a $3,000 shootout among '78 Supercross event winners.

Hannah moved into the lead on lap one and held his position to collect $500 each time he passed the finish line. In the winner-take-all event, it mattered little that the order remained the same — Jimmy Ellis, Marty Tripes and a tired Gaylon Mosier — in place two through four throughout the race. ●

Results

15-LAP FINAL: 1. Gaylon Mosier (Kaw); 2. Bob Hannah (Yam); 3. Darrell Shultz (Mai); 4. Jim Weinert (Kaw); 5. Jim Pomeroy (Hon); 6. Tommy Croft (Hon); 7. Warren Reid (Hon); 8. Jimmy Ellis (Hon); 9. Marty Smith (Hon); 10. Rex Staten (Yam); 11. Steve Wise (Hon); 12. Billy Grossi (Mai); 13. Gary Semics (C-A); 14. Danny Turner (Yam); 15. John Savitski (Yam); 16. Steve Stackable (Kaw); 17. Mark Gregson (Hon); 18. David Taylor (Yam); 19. Ron Turner (Yam); 20. Greg Robertson (C-A); 21. Marty Moates (Hon); 22. Ron Pomeroy (Hon); 23. Danny LaPorte (Suz); 24. Marty Tripes (Hon); 25. Kent Howerton (Suz).

QUAKER STATE OIL SHOTGUN SHOWDOWN: 1. Bob Hannah (Yam); 2. Jimmy Ellis (Hon); 3. Marty Tripes (Hon); 4. Gaylon Mosier (Kaw).

CONSOLATION: 1. Greg Robertson (C-A); 2. Denny Swartz (Mai); 3. Ken Adams (Mai); 4. Ed Jones (Hon); 5. Roger Brown (Hon); 6. Monty Anderson (Hon); 7. Daniel Waller (Mai); 8. Scott Jordan (Suz); 9. Brian Myerscough (Suz); 10. Danny Weir (Hon); 11. Trey Jorski (Hon); 12. Mark Rakestraw (Mai); 13. Jeff Jennings (Mai); 14. Pat Wilson (Hon); 15. Charles Cooper (Hon); 16. Bill Keese (Mai); 17. Tim Lunde (Mai); 18. Roger Jones (Yam); 19. James Cooke (Kaw); 20. Greg Theiss (Hon).

AMA/TOYOTA SUPERCROSS SERIES FINAL POINT STANDINGS: 1. Bob Hannah (272); 2. Marty Tripes (220); 3. Tommy Croft (161); 4. Kent Howerton (148); 5. Jimmy Ellis (147); 6. Mike Bell (147); 7. Steve Wise (135); 8. Jim Pomeroy (127); 9. Rich Eierstedt (88); 10. Gaylon Mosier (83); 11. Rex Staten (82); 12. Gary Semics (80); 13. Rick Burgett (79); 14. Mickey Boone (77); 15. Jimmy Weinert (77); 16. Marty Smith (76); 17. Chuck Sun (66); 18. Terry Clark (64); 19. Danny LaPorte (56); 20. Warren Reid (51).

Larry Roeseler styled to win by 90 minutes along with Jack Johnson.

Jimmy Jackson on the Class 20-winning Husky. George Erl co-rode.

SCORE Baja 1000km

Rainy runaway for Ro

By Dale Brown
Photos by Dale Brown and Anthony DePalmer

ENSENADA, B.C., MEX., NOV. 10

Team Husqvarna's Larry Roeseler and Jack Johnson pushed their Niles Ussery-tuned 390 through the 580-mile, half dry, half wet SCORE Baja 1000km course to win by an unbelievable margin of nearly an hour and a half over the 250cc Class 21 winning KTM of Bill Tarling and Craig Adams. The victory margin had many people shaking their heads in disbelief.

The race started in Mexicali and wound down well past San Felipe before heading back in a northwesterly direction towards the finish at the coastal town of Ensenada. Rain began to pelt the first racers as they cleared the San Matias pass and started heading for Mike's Sky Rancho. Though it was not a severe storm, like the one that caused the '76 1000km to be delayed for 24 hours, it did cause competitors several problems, primarily in the four wheel classes. Out of a total of 219 starters, only 58 finished within the 26-hour time limit. Twenty motorcycles finished after 49 started.

George Erl and Jimmy Jackson teamed on an Up-Tite-sponsored Husky to win the 125cc Class 21, while the John Watkins/Dick Vick team made '78 a cleansweep year by winning Class 38 again. But they didn't have an easy time of it this year. Vick crashed and Watkins ended up riding most of the race, including a section he'd never ridden before, in the dark and the rain.

The first rider left Mexicali at 6:15 a.m. Scot Harden, teamed with Brent Wallingsford on a Team Husky 390, encountered engine problems before the race was 50 miles old when the engine started getting hot and pinging hard. Roeseler, who had started one minute after Harden and two and a half after the first bike, had the lead by the time he got to the first pavement crossing.

Jeff Kaplan and Rick Finger, also of Team Husky, found their race ended very early. While dicing with Bill Tarling on a fast road about 25 miles out, Finger had the 250cc machine seize up and they dropped out of the race. All the Team Husky riders were running '79 machines with the '78 ported cylinders. Speculation was that, though they were jetted richer than ever, the new larger airbox and exhaust pipe may have called for even higher jetting, especially in the mid-range.

Roeseler proceeded smoothly as he paralelled the Juarez mountains south through Cohabuzo Junction and Tres Posos. After Tres Posos the course was supposed to make an eastward bend, but it had been announced the night before that riders could go directly south towards the first rider change-over point at the Highway 3 road crossing.

Morgan Malocco, however, had his pits set up at Oasis, on the original course, and had to follow it. Malocco, teamed with Mike Maze on a C.T.I. Retreads/Fullerton Yamaha IT250, was leading Class 21 at Tres Posos. He had to follow the original course for gas and lost upwards of 15 minutes on Tarling.

Just past Tres Posos, Tom Lamar, who was teamed with Scott Coutts on a 125 Husky, fell hard. A finger on his right hand was caught in the chain and either completely sliced off, or very nearly so. Lamar was taken to San Diego, but it is unknown at this time whether or not his finger could be saved. Coutts continued on, and at the road crossing, picked up a new partner. Jeff Kaplan, whose bike had seized near the beginning, took over for Lamar.

"We didn't expect Larry to go that fast through the first section. He came though in two hours and forty-five minutes. We'd figured three hours and 15 minutes or three and a half hours. When he came in I didn't even have my helmet on!" said Johnson later. This was at the Hwy. 3 crossing, about 185 miles from the start. Johnson jumped on and soon ran into trouble. He seized the bike momentarily, but it restarted and he made his way to San Felipe where the needle was raised a notch to fatten the mid-range jetting.

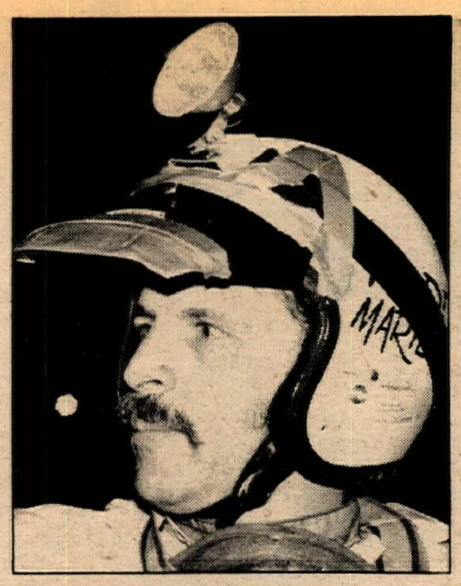
A few minutes after Johnson left the changeover point at the road crossing, Harden arrived and gave the bike to Wallingsford. Their bike however would seize again near San Felipe and drop them from the race.

The third bike past the crossing was the David Whitely-sponsored 400cc Yamaha of Dennis Greene and Lee Scheffers, with Scheffers onboard. Scheffers was supposed to give the bike to Greene at this point but there was one hitch—Greene wasn't there, so Scheffers continued on after getting gas from another crew and hit the next check, four, 35 minutes behind the Roeseler/Johnson Husky. He then continued on to San Felipe where he met Greene who took over to ride to the finish.

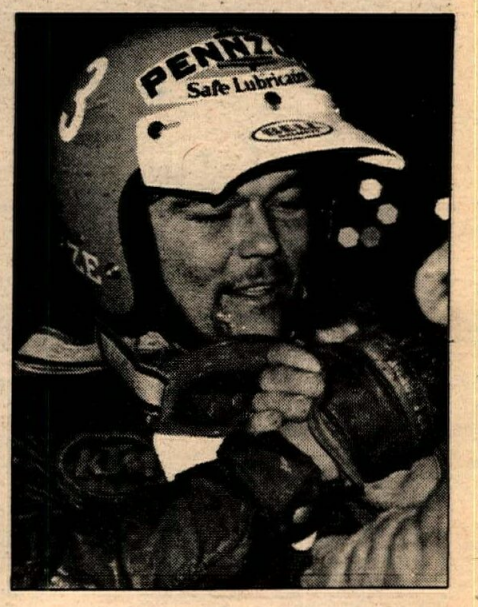
The Dave Holeman/Todd Martella Husky was running well at this point, fifth overall and fourth in Class 22, despite the fact that Holman had been fighting the flu all week long. Tarling followed them; he was running first 250cc. The Magnolia Radiator-sponsored Husky of Wayne Martin and Errol Clarke followed Tarling into the changeover area, ahead of Malocco. Jimmy Jackson led the 125cc brigade into the changeover point; hot on his heels was Class 38 leader John Watkins.

After hitting check four at Morelia Junction, the course made a loop south

Craig Adams blasts the second overall KTM towards Morelia Junction.



(Above) Todd Martella, third Class 22. (Below) George Erl, first Class 20.



(Above) Dennis Greene. (Below) Mike Maze, second Class 21.

eseler/ Johnson

to San Rafael then northeast to San Felipe and back to Morelia Junction, which then became check eight.

The course then started its northwestern run to Ensenada, passing San Matias pass, where Johnson and Roeseler had increased their lead to over 50 minutes. It had only drizzled momentarily prior to this, so Roeseler was wearing only a cotton jersey. When the skies opened up, he would regret it.

Greene was the next rider to go through San Matias. Tarling, Martin and Malocco followed him off as they headed up the road to Mike's Sky Rancho as the rain came down hard and the road became increasingly slick. Malocco said, "You couldn't use your brakes to turn. You just hoped you had a berm to smack off of." One time he didn't and ran 15 feet off a cliff approaching Mike's. "The bushes were exploding around me, but I didn't fall," said Morgan, who managed to regain control while still on the bike. He continued on, but the excursion cost him dearly in the form of a flat rear tire.

Leaving Mike's, Roeseler put his foot down to go through a corner, but it got caught and twisted, dislocating the knee he'd injured twice before (at the GNC Amateur motocross finals in the L.A. Coliseum and the ISDT). On top of that, "my jersey was soaking wet and my boots were half full of water. I just cruised into (Valle de) Trinidad," said Larry. At the Valle de Trinidad pit, a tire was changed and the gearing lowered. (The bikes' lighting systems run off the engine, so that in order to produce any kind of decent light output the engine must be kept revving.) Johnson then took off towards the finish.

Meanwhile, Greene was having his problems. The chain came off twice on his way up to Mike's and he was passed by Tarling and Martin.

From Trinidad, the course continued in a familiar direction through Nuevo Junction, El Rodeo and Tres Hermanos. After Tres Hermanos, the course went in a southwestern heading instead of northwest to Ojos Negros, the traditional route. In this new section, there were a lot of ruts, off camber corners, and a section down a running water stream.

Johnson had no problems negotiating the last section and he arrived at Ensenada before it got dark, at 4:41 p.m. Their overall time was 10:23:47.

Adams took over from Tarling, who'd ridden on a flat from Mike's to Trinidad, to ride to the finish. "Just when it's getting dark, that's the hardest time to see," said Adams. He fell twice, near sunset, and wiped out the clutch lever and bracket, so Craig hooked the clutch cable up to the front brake lever so he could fan the clutch and keep the light shining brightly. Their official time was 11:49:13.05.

"It's a bear out there!" said Errol Clarke upon finishing. He and Martin were third overall and second in Class 22 with a time of 12:30:46:44.

Martella was next into the finish. He'd crashed once earlier in the race, and had a close call as he headed down through the stream near the finish. "I was bookin' down the stream when I saw this white thing. I thought it was the trail, but it was a rock as big as a car! I ran right over it," said Todd, though he didn't crash. Holeman told Deke Holgate, "I've never been so tense. After I got off the bike (at El Rodeo) I had no vision at all. I never had control of the bike, I was concentrating so much." Their time was 12:50:06:46.

Malocco had arrived at Tres Hermanos with the bike's light in one hand, the throttle frozen in the other, and riding in a rut. The light was securely taped back on and Maze rode to the finish, making it despite an off-key engine. They were second to Tarling/Adams in Class 21 with a time of 13:33:36:41.

"I crashed so many times!" said a tired Dennis Greene at the finish. Not-quite adequate lighting, rear suspension that went away and fatigue were among the causes. After the rider change mix-up, Scheffers had done 350 miles and Greene, 230.

George Erl, who had been leading the 125cc Class 20 point standings, finally got a notch in the win column, having a smooth ride right to the finish. "It was bitchin'!" grinned George at the finish line. "The only problem was that we kept overrunning our pits." Erl and Jackson ended up with a 20-minute margin on the Coutts/Lamar/Kaplan Husky.

Watkins was still leading Class 38, but having a terrible time past Tres Hermanos as he struggled with the mud, rain, unfamiliar terrain, and visibility troubles. The rain made his goggles useless, and did likewise to his glasses. "I'm 20/200 without my glasses. I couldn't see! I'd ride till I crashed, pick it up and keep on going. I must have crashed 20 times. Starting Monday I'm gonna take up golf!" said John as he stood in the Bahia Hotel after finishing. He walked off, still wearing his helmet, complete with miner's light; three different raincoats; and mud encrusted boots. Watkins' and Vick's time was 16:47:11:27.

The runner-up in Class 38 was the Thumper McDowell/Bob McLaughlin Husky that finished about 30 minutes later. Fourth in class went to speedway promoter Harry Oxley and multi-time World Speedway Champion Barry Briggs, whose TT500 Yamaha completed the distance in 20½ hours.

Unofficial Results

CLASS 22 (over 251cc): 1. Larry Roeseler/Jack Johnson 10:23:47.63 (Hus); 2. Wayne Martin/Errol Clarke 12:30:46.44 (Hus); 3. Dave Holeman/Todd Martella 12:50:06.46 (Hus); 4. Dennis Greene/Lee Scheffers 13:36:15.19 (Yam); 5. Lou Peralta/Dick Graham 18:21:14.04 (Hus).

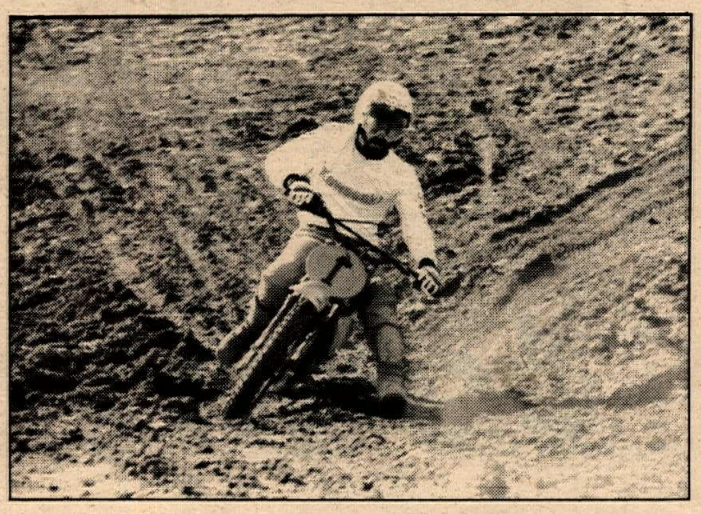
CLASS 21: 1. Bill Tarling/Craig Adams 11:49:13.05 (KTM)j; 2. Moran Malocco/Mike Maze 13:33:36.41 (Yam); 3. Alan Diegor/Paul Eddy 15:05:27.42 (Hus); 4. Tim Fitzpatrick/Greg Carter 16:24:14.62 (Hus); 5. Bob Reed/Don Holden 17:09:38.00 (Yam); 6. Tim lufer/David Vogel 17:58:18.87 (Hon); 7. Mike Roberts/Roland Woods 20:50:03.74 (Hus); 8. Tom Arnold/Bob Mitchell 25:02:47.05 (Yam).

CLASS 20 (125cc): 1. George Erl/Jimmy Jackson 13:24:08.38 (Hus); 2. Scott Coutts/Tom Lamar/Jeff Kaplan 13:43:12.89 (Hus); 3. Mike Holbrook/Mike Cartledge 17:47:18.87 (Yam).

CLASS 38 (over 38 yrs.): 1. John Watkins/Dick Vick 16:47:11.27 (Hus); 2. Thumper McDowell/Bob McLaughlin 17:14:27.89 (Hus); 3. Ed Curran/Leroy Dorf 19:05:40.70 (Hus); 4. Harry Oxley/Barry Briggs 20:36:14.97 (Yam).

Jeff Ward remembered how to get teacup-size motocross machinery to go fast and won the Pro Main.

Keith McCarty tries to cheer up a disconsolate Bob Hannah after the Hurricane only finished third.



Though it was Gaylon Mosier's "night before" at Anaheim, it wasn't his "day after" at Saddleback.

Ward survives DG's "The day after the night before" MinibikeChallenge

By Rex Reese

ORANGE, CA, NOV. 12

Overgrown minibike ace Jeff Ward remembered what it was all about to win a mini Pro Main event at DG's "The day after the night before" Pro/Mechanic Minibike Challenge, billed as the "event/party of the year." The "Day after" was held at Saddleback Park as a follow-up to Mike Goodwin's Anaheim Supercross which was won by Gassin' Gaylon Mosier. Mosier showed up for the DG debacle to stretch his luck, but unfortunately he couldn't get it together. Maybe he was too big, but he just plain screwed up.

Bob Hannah, who has won just about every moto in sight, took his first step down the tubes on his way to ruin as he was able to muster only a feeble third in the Pro Main. As one anonymous Yamaha mechanic (initials are Keith McCarty) said, "After you reach the top, there's only one place to go — down."

By and large, the event was regarded as the most incredulous in motocross since Idi Amin staged the Uganda Supercross last year. As it is known, Idi used Tanzanians in the berms in the abacas-designed track held in the Mike Goodwin-Amin memorial soccer stadium and chili stand.

After a night's worth of drenching rain, the track (located appropriately on the backside of Saddleback Park) was as mushy as two-day-old Cream of Wheat cereal. Riders on minis slogged about in the goop which tended to make fullgrown, serious men look like rolling mud pies.

A giant ikky, if not murky, pool of water awaited those foolish enough to miss a downhill corner. And there were those foolish enough to miss. As of this report, track workers are still dragging the water for the overshooters.

While the event was staged as a non-money race, this made it clear to many of the more determined riders that money would be no object to racing. The track announcer tried to pander the race as a "fun" thing "for the heck of it," but it was actually serious stuff. Hell, last night's Supercross was just incidental by comparison.

Practice laps showed that Jeff Ward had a real edge on virtually everybody else on the track. Mosier spent much time getting his licks in and looked quite respectable on a mini as he appeared apparently unconcerned that Bob Hannah would show up. By noon, there was no sign of the Yamaha rider.

Ward's confidence on the track was also reflected in his new-found height, the result of several months on the rack and transplanted goat glands. When asked if he would have any problems with Hannah or Mosier, Ward replied, "I'm going to kill 'em." He held up a Ugandan hand grenade to make his point.

Finally, Hannah arrived about 1 p.m. By this time, the track had dried out to an almost perfect consistency as the Pro riders had churned up the loamy sod, creating many nice berms. The mechanics and press, however, managed to destroy every berm in sight.

In a flurry, Bob moved like the proverbial hurricane and dressed quickly, removed his bike from his pickup, and after some difficult starting, put in a couple of really hot laps. After that, the AMA's 250cc National, Supercross and Trans-AMA Champ made his way out onto the track for some last minute practice.

In the first Pro heat, Brian Myerscough got the lead off the start followed by Gaylon Mosier. By the time it was over, Myerscough had lapped riders back to fourth place. In the second Pro heat, Ward, Hannah, John Savitski and Scott Gillman were among those at the gate. Ward managed to squirt out of a tight situation as everybody crowded into the first turn. The Flying Freckle blew it, however, when he killed his motor, giving the lead to Gillman. From there on out, it was a running battle between Jeff and Scott for the lead. Hannah had gotten one of his traditional rotten starts and was languishing back around fourth. By the end, Ward had recaptured his lead, stretched it and maintained it over second place Gillman. Bob Hannah finished third.

In the first Mechanics' heat, Yamaha wrench Dave Osterman took an early lead but managed to blow it when he killed his motor in a corner. Honda's Brian Lunniss took the lead while Dave worked his way up to third. As the grueling competition continued, Osterman worked his way to second past Joe Binello. On lap six, Osterman was running neck and neck with Lunniss and almost passed Brian

after both crossed the finish-start line, only to lose it in the sweeper by the announcer's booth. In a surprise move, Binello took the win over Lunniss who was second, followed by Dave Martini. The details aren't important.

In a five-lap Pro Consolation, Bruce McDougal came out the winner over crowd favorite John Savitski. Jim Gibson was third. Even though there were some eventful pileups, McDougal showed what he could do against national talent, such as it was.

In the Mechanics' second race, starting gate master Jody Weisel had Osterman and several other malefactors turned around in order to even the odds for the more inept. Such actions didn't keep Dave from winning and going on to the final.

In the Press class, most impressive was Jim Dodge who got a big lead over the rest of the field for an easy win. Somewhere behind him was Motocross Action's Dennis Cox. Token foreign press rider Alain Kuligowski from France was a consistent fourth to transfer to the main event. Other details have been forgotten, but who cares?

The Pro Final was nothing short of a madhouse when Wiesel had only got everybody lined up decently when Gaylon Mosier and a few others Suddenly let the hammer fly as they catapulted over the gate and around the track for an aborted lap of racing. Weisel put Gaylon in his place by having him set backwards at the gate.

When things finally simmered down, Weisel let 'er rip with a clean gate drop to let the Pros have at it. Jeff Ward once again grabbed the lead with Bob Hannah second and Mosier third. With so many riders on the track, everybody looked like a choo-choo train as they followed the leader.

Nevertheless, some riders thought that there was room for some improvement in the standings. Hannah encountered some hard times and was eventually displaced by Jim Gibson. The Hurricane hisself hung in for third place.

The "other" minibike graduate who's now in the big time, Brian Myerscough, couldn't keep his spindly long legs on the pegs and often as not had to let them drag as he made his way around the track. Myerscough finished fourth.

Mosier, what happened to Mosier? Honestly, who cares?

With Ward clinching the Pro Final, the hungry crowd of spectators dispersed shortly afterwards leaving the press and the mechanics to play in an almost-deserted track. This reporter also left the scene after the Pro Final, we all know how dull the wrenches and press are.

After the Pro Final, Ward was a picture of ecstacy knowing that all those long months in the family dungeon had paid off. Mosier was nowhere to be seen. John Savitski gave his excuse for a poor race being that he hadn't been on a mini in a year. "Next year, we want starting money," demanded Savitski.

Bob Hannah was not so happy, being a hurricane with the win taken out of him. Wrought with emotion, he was mumbling incomprehensively about having lost in such a long time. "It's a rough life," said Hannah as he was led away by his mechanic, Keith McCarty.

Such as things were at DG's "The day after the night before" where the mighty fell to the mini and some even fell into the mud. Said one spectator, "You can't expect them to be good all the time." ●

Results

PRO MAIN: 1. Jeff Ward; 2. Jim Gibson; 3. Bob Hannah.

MECHANICS' MAIN: 1. Jeff Clark; 2. Ted Yko; 3. Brian Lunniss.

PRESS MAIN: 1. Jim Doge; 2. Dennis Cox; 3. Alain Kuligowski.

Class Wins

Darrell Shultz and the 450 Maico Magnum II started the '79 season at Sonoma Trans-AMA.

Together they did it . . . a convincing victory in the final Trans-AMA at Sonoma, CA. America's newest riding star and the world's fastest big bike proved they're ready for a spectacular '79. The 450 Maico Magnum II . . . beautifully refined for '79 . . . is more powerful than ever.

Danny "Magoo" Chandler proved with the support win at Sonoma that the 250 Maico Magnum II heads its class. 1979 is Maico's year . . starting soon at a track near you.

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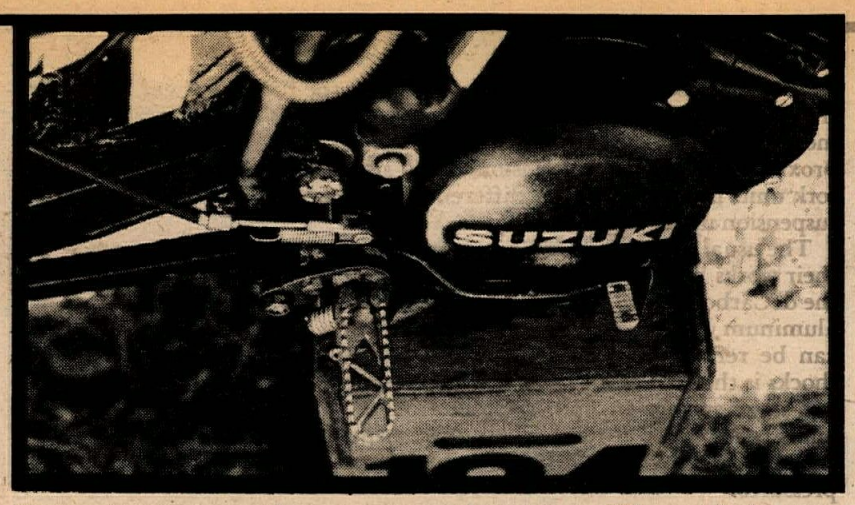
Trans-AMA Bike Test
Suzuki works RN-420-78 and production RM-400 n



The works bike type frame-mounted footpegs will be carried over to the new 1979 production RM models.

By Jim Gianatsis
Photos by Chuck Tannlund and Gianatsis

Part One
Danny La Porte's factory racer

This week's Trans-AMA Series bike impression actually involves the comparison of two bikes, so we'll really be spreading them out over this week and the next.

The bikes involved are Suzuki's latest RN-420-78 factory works bike ridden by team member Danny LaPorte and the new, yet to be released 1979 pre-production RM-400 N being used by development rider and team racer Koji Masuda.

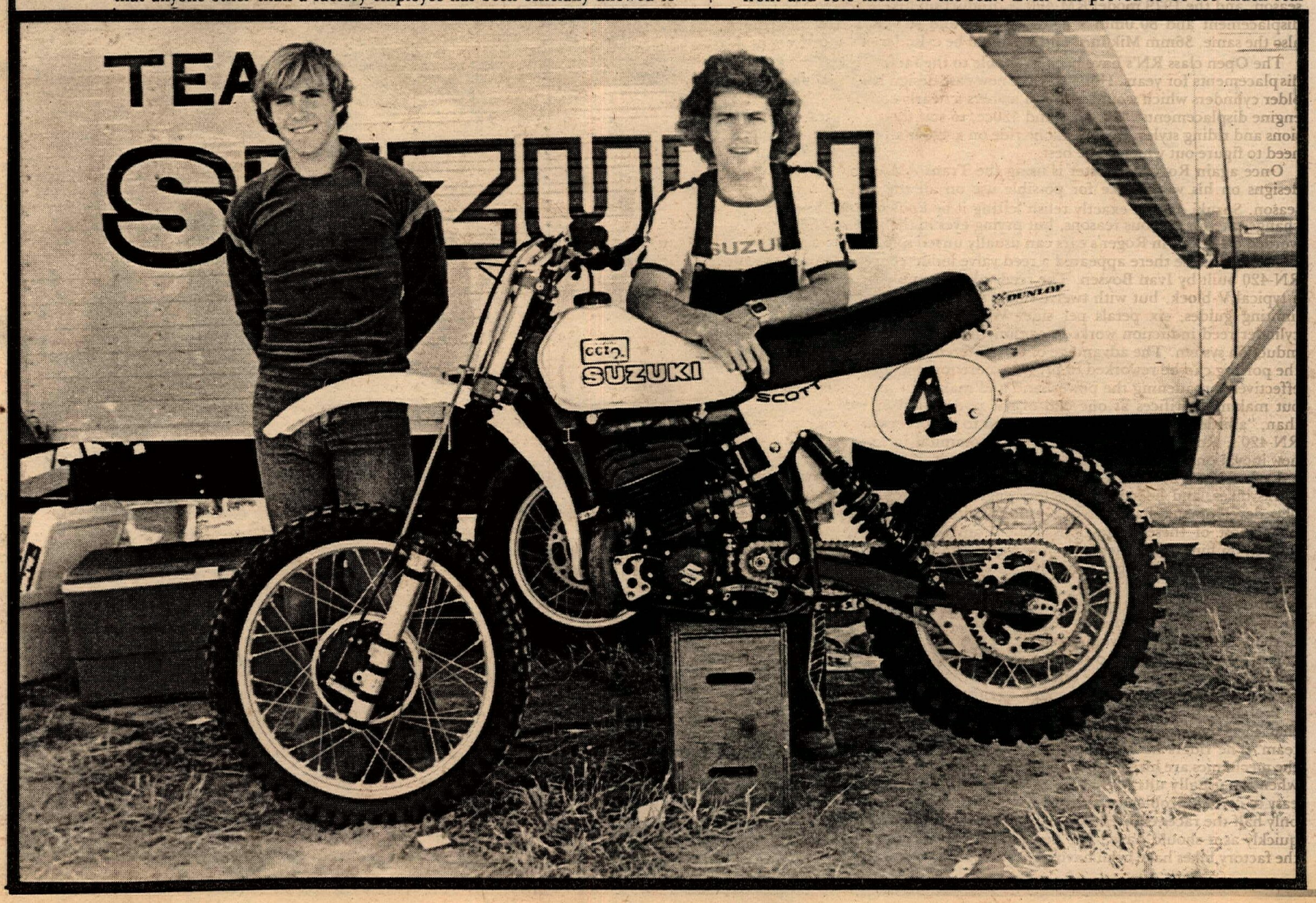
Both the works and pre-production Suzuki bikes have an actual displacement of 417cc and the RM-400 N is reputed to be as close to the RN-420-78 as production, price, and reliability can allow. Which certainly means the coming lineup of RM-250/400 N production bikes will be as significant and important to the sport of motocross as the original RM-250/370 A models were when they were first released.

It was an exciting privilege for me to be allowed to ride a works Suzuki since I do believe this was the first time ever in Suzuki's impressive history that anyone other than a factory employee has been officially allowed to ride a works bike. And the fact that I as a journalist am being allowed to pass on my riding impressions to you is quite a thrill. My thanks go to Suzuki racing team manager Heide Sazaku and Mark Blackwell for permission to ride the bikes and the information they supplied, as well as my gratitude to Danny, Koji, and mechanic Pat Alexander for being allowed to cautiously thrash their rare and expensive equipment.

Consider, if you will, that the original RM-250/370 A models released to the public late in 1975 were nearly identical production exambles of the works bikes then being used. The only major differences being the use of less expensive materials to replace the magnesium and titanium parts found on the factory bikes, as well as the use of production Kayaba forks and shocks which could only be classified as "marginally satisfactory" when compared to the Kayaba works suspension units.

During the past three years the works bikes have evolved dramatically. In comparison, the RM production bikes have only changed enough to try to keep up with the competition which quickly caught up with Suzuki by the 1977 model season. Update improvements to the RM's included an improved bore/stroke ratio for the 250cc, an increase in displacement to 400cc for the open bike, and aluminum swingarms, reservoir shocks and plastic gas tanks for both.

During this period the RH and RN works bikes have been completely revised with new frames, swingarm, and suspension designs aimed primarily at improving handling by allowing wheel travel to reach 12 inches and beyond. At the beginning of the 1978 season Gaston Rahier was testing an RN which had some 15 inches of suspension travel for each wheel! By the time the works bikes appeared for the National and World Championship races, though, travel had been reduced to 12 inches in the front and 13.5 inches in the rear. Even this proved to be too much rear



wheel travel for tight, slow tracks, and after the first few races, rear wheel travel was decreased further by bolting on shorter shocks to give a much more balanced 12 inches of travel at both ends of the bikes. This is an approximate figure for suspension travel since different Kayaba air/spring fork units may be in use by different team riders, as well as different rear suspension units.

The usual rear suspension components used by the Suzuki team riders on their works bikes are Kayaba factory gas/oil reservoir shocks. Working on the deCarbon principle, these shocks are available to the team with steel or aluminum bodies, different damping designs, and a gas chamber which can be refilled or adjusted. The nicest thing about the works Kayaba shocks is that the team has available a complete selection of different rate two-stage springs in both straight wound and progressive designs. This allows each rider to dial in his rear suspension exactly. Front forks, of course, are tuned with different oil weights and volume, and different air pressures.

Other rear suspenion units have been used by the team this year. Gerrit Wolsink has used a European gas/oil reservoir shock called White Power, while Roger DeCoster is presently using Ohlins. The American team riders, like LaPorte and Masuda, have been testing a Kayaba air shock similar in looks to the Fox AirShox, but the Kayaba only has a single rate air spring and probably uses an internal negative spring to gain the more desirable spring action and progression of a dual stage air spring. For some tracks the team riders like the Kayaba air shocks better than the spring shocks. They won't be available from Suzuki, but Kayaba may sell these air shocks themselves to the public sometime in 1979.

Introduced in the 1977 Trans-AMA Series was a nearly all-new engine design for the works bikes. The basic changes included smaller and lighter magnesium engine cases with the countershaft of the transmission located closer to the rear of the cases, and hence swingarm pivot, to provide more constant chain tension. The clutch actuating mechanism was also moved off the clutch case on the right side of the engine over to the left side where it now operates a more conventional pushrod running through the transmission layshaft to disengage the clutch. This helped to narrow the engine width slightly, make the clutch actuator arm less vunerable to damage, and should provide a little better clutch feel, since the older design caused the clutch cover to flex and absorb some of the force needed for positive clutch disengagement. And with more positive disengagement, the clutch shouldn't be as susceptible to drag and thus overheating and wear.

The new engine design is used with both the RH-250 and RN-400 this season. Suzuki wants to keep calling their Open class bikes 400's for the obvious sales advantage of keeping the works bikes as similar to the production bikes as possible as well as having new production bikes with different displacement engines not severely cut into sales of yet unsold RM's still sitting on dealers' showroom floors. It was at the opening race of the Trans-AMA Series that I discovered Team Suzuki had secretly been using 420's (actual displacement 417cc) in the Open class throughout the 1978 season, and the 1979 model RM-400 N production bike will have the same displacement and 80.0mm x 83.0mm bore and stroke. Carburetors are also the same, 36mm Mikunis, and so should be cylinder porting.

The Open class RN's have been available to the factory riders in various displacements for years. Hopefully the new case design hasn't outdated the older cylinders which would give RM owners a nearly complete selection of engine displacements; 370, 400, and 420cc, to suit their local track conditions and riding styles. But then, one ride on a 420 is all the convincing you need to figure out which is the best.

Once again Roger DeCoster is using the Trans-AMA Series to test new designs on his works bike for possible use on all the factory bikes next season. Suzuki doesn't exactly relish letting it be known what these design changes are for obvious reasons, but prying eyes in the pits and a few well-worded questions in Roger's ears can usually unveil some of the secrecy. At Lake Sugar Tree there appeared a reed valve inducted cylinder on Roger's RN-420 built by Ivan Boysen. The reed valve assembly itself just might be a typical V-block, but with twelve single stage reed petals without opener limiting guides, six petals per side. What is really unique is that the cylinder reed induction works in conjunction with Suzuki's own case reed induction system. The advantage of two different reed valve systems is that the porting can be reworked to provide more top-end and low-end torque, effectively broadening the powerband and making it more powerful without making sacrifices at one end of the powerband or the other. Other than, "a little smoother," when compared to the other case induction only RN-420's, Roger didn't want to be very commital in expression how this new inovation performed.

I asked Mark Blackwell how Suzuki actually goes about developing their works bikes, and he said the factory engineers come up with continuous new developments based on suggestions from the race team. More than likely most of these suggestions come from Roger, which puts a heavy burden on him, since there are no development riders for the works bikes at the factory, and Roger is involved much of the year himself in actual racing.

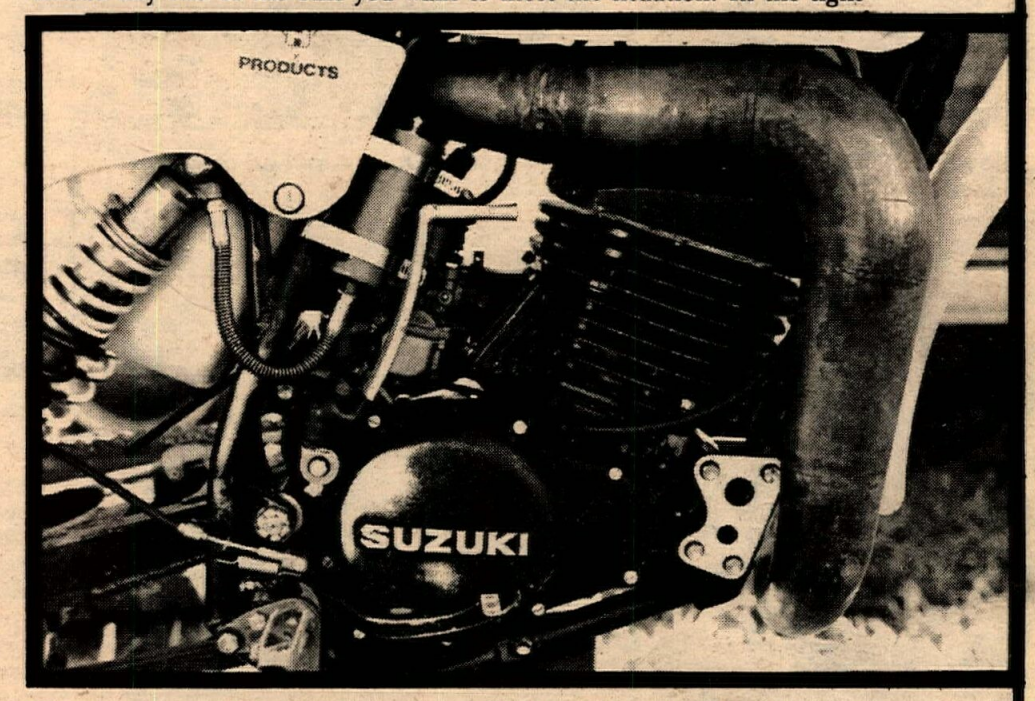
All-new works prototypes are usually brought out by the Suzuki factory in December/January of each year when the senior team riders have time to thoroughly test and evaluate them. Most major changes like frame and engine designs are kept to the end of the year, but some innovations or modifications can take place during the year if a problem develops or the bikes don't prove competitive enough against the competition.

Probably the only real fault in the whole Suzuki development system is that the factory engineers aren't too responsive to the American racing team. The riders have no major development or technical training, and the mechanics are hired to be reliable parts changers and nothing more. So when the usually ultra-reliable works bikes began experiencing seemingly easy to correct problems that dropped their finishing record down towards only half the races entered, it was obvious the factory wasn't responding as quickly as it should have. The best examble of this is the chain problems the factory bikes have been having all year long, yet it wasn't until the Lake Sugar Tree Trans-AMA that the mechanics were given permission to go ahead and build heavy-duty aluminum plate chain guides to replace the lightweight stamped steel tensioners which were failing. While on the other side of the coin, over at Honda, the riders are pretty free to select certain components for their bikes, and the mechanics can make modifications when necessary to improve performance and reliability.

Trying to relate riding impressions of the RN-420-78 to you is quite difficult because it has the heritage of being the world's most successful motocross bike. In this respect it has the ability to do everything...handle, accelerate, brake, turn, and in every essence of the word, "perform".. at least as well, if not better than any works motocrosser ever made. And without any even insignificant faults, it is more difficult to highlight the strong points. It is the ultimate bike that does everything to perfection.

Danny's 420 started much easier than I expected, usually on the first kick, once I got over the fear of the heavy compression and big displacement and followed through on the kickstarter lever with a strong plunge. Once under way you notice immediately how light the bike is, just ounces over the FIM weight at 218-221 pounds without gas.

Once you kick your way up through the 5-speed gearbox and start flying, you notice the bike is very neutrally balanced between the front and rear wheels. It tracks perfectly, taking precise inside lines on the inside of off-camber turns like there was an imaginary berm there to guide it. The bent-style aluminum swingarm is extremely long and aids the bike's tracking ability on rough ground. The rear end will not get out of shape. Shift your weight or play with the throttle and you can instantly load and unload any end of the bike you want to meet the situation. In the tight stuff you can make it behave like a Maico, and on the rough high-speed straights, it thinks it's a Husky.



The experimental cylinder on Roger DeCoster's 417cc RN-420 uses cylinder reed valve induction together with case reed induction.

I didn't like what Danny had chosen for his rear shock springs on his Kayabas at Lake Sugar Tree. The soft initial springs were ideal, but his second stage heavy springs were too hard. Coming off jumps and touching rear wheel first, too much shock was transmitted in pitching the front end foward and snapping the handlebars from my hands rather than having the rear end absorb the force. Even though Danny is a much faster rider than I'll ever be, I think for track condidions that day he would have benefited from softer rear springs. Front fork operation, on the other hand, was perfect.

The powerplant of the RN-420, like I've been discovering on the other factory bikes I've been riding, is nothing short of perfect. Only a fifth gear drag race can be the judge of ultimate horsepower, but for rough track motocross conditions, the powerband was perfect. Once again the powerband is totally usuable right off the bottom end around 2,500 rpm. I didn't want to hurt the engine and short shifted it while riding, but once I got on it full throttle hard in third gear and let it eat somewhere up to around 7,000. It was a steep uphill straight, and the works Suzuki catapulted itself 100 yards up to the next turn faster than I could believe possible.

The power is such that you can break the rear wheel loose easy with a quick throttle, but exercise Roger's precise control and the 5.00 rear knob will loft the front end smoothly in any gear, including first without traction, and walk its way through the worst high speed whoops or out of the bumpiest tight section. You might even swear it was a trials bike if you never got the throttle past one-eighth turn.

Despite the RN-420's huge brakes, particularly the giant full-hub monster up front, there are other bikes which will stop quicker with less effort. Where the Suzuki's brakes excel is in feel and response. They're very smooth and very controlable all the way. The huge magnesium hubs make them less prone to heat fade as well if that should be a factor as the bikes become faster each season.

All told, it was an exciting experience to be able to ride the RN-420-78. I would have to judge it as possibly the finest, most well-balanced bike in motocross today. I hope I've been able to give you a little feeling for what it's like, because in no way can it be compared to one of the present RM-400 C production bikes. The question remains how similar to the works bike will the all-new 1979 model RM-400 N bike be in performance and handling. Be here next week and you will know. ●

Desert Home

(Above) Viewfinder Jeff Matthews did well in the Open Amateur class.
(Below) Brian Wright collected the overall win.

Mike Eckardt finished sixth overall.

Wright wins Antelope Ramblers' D-37 hare scrambles

By Gary Laudig

GOVERNMENT PEAK, CA, NOV. 12 Yamaha Motor Co.-sponsored Brian Wright powered his IT250 into the overall winner's circle at the Antelope Ramblers M.C. D-37 hare scrambles while KTM's Bob Balentine chalked up another first in the Open class. Yamaha's Charlie Hamill finished fifth overall, first C bike, to rack up his 20th first place finish.

The racers awoke to sub-freezing weather as bikes, vans and motorhomes were totally covered with frost. By 10 a.m. it was bearable enough to get on the start line and wait. The banner fell, sending the eager mass toward the live smoke-bomb three miles away. A play rider knocked Mike McCasland out of the lead then the swarm charged past, led by Balentine, Wright, Bruce Ogilvie, Chuck Miller and Terry Davis.

From the bomb to check one the course was an up and down affair into the foothill rollers. Taking check one running 20th was Bill Saltzman, following the fast moving Tony Epperson. Dean Kirk was heading down the sandwash in quest of Ron Bebo in 17th. Fred Strong made the right turn into the next wash segment holding down fourth 250cc Amateur. Jim Delliplaine was just ahead at third 250cc Amateur while the guy in front of Jim was second 250 Amateur Rick Zajic. What a battle this one turned out to be.

Making another right turn, Kevin Hasten chased the ninth place racer into the rollers: Robin Busse, the 250cc Amateur leader who was busying himself trying to close on Open Amateur leader Jeff Matthews. Paul Christensen was on the trail of the fast moving Charlie Hamill and Hamill was not making much gain on the new Dale's Modern Cycle Harley-Davidson rider "Chargin" Chuck Miller making a tremendous debut after a four month layoff. Chuck was staying right with teammate Ogilvie at third overall.

Picking up a two way sandwash Dan Theel and Art Guzman were having a good battle while they chased the gang ahead: Steve Bailey, D.L. Dorman, Charlie Goodban and Ron Milligan. Spotting Koehn Dry Lake in the distance, Lee Elias, Rich Caselli and Joe Wison hooked a right and picked up the flatland crossgrain leading to check two. Jim Harper and Ray Waldbaum were jockeying for position as they took on the first shale uphill. George McClellan, Mike Castro and Warren Cooper blasted up the second uphill and headed for the check.

Trudy Beck had a few competitors back in the pack looking for better position: Lori Farmer, Sheila Hopkins, Linda Shatka, Debbie Hopkins, 82A and Diana Elias in that order. Ken Dodd launched off of the small waterfall dropoff; Ken Maw jumped on the old access road from Fremont Valley and chased Harold King and George Zuber into the third check.

Staying to the base of the Rand Mountains the racers experienced some trails not used in a very long time, which added a lot of pleasure to the race. Ray Guilbeau was leading Francis Christensen as they made their way toward check four. Daryn Wyatt was following Chuck Hermansen and Morris Norman. Taking check four, Kirk Kandt headed up the windy canyon in the direction of the microwave tower on the top. Jeff Fries followed Lou Monterone; Lou chased Mark Stoner. Oren Beck, Jr. was right behind Mark Moullet and Ron Hall.

Simi Valley Yamaha's Pete Andelman was holding down first Trailbike Expert, but Cliff Thomas was the overall Trailbike leader and first Amateur. Gary Hengeveld, Dennis Keaton and Scott Dinger charged first up the long uphill with the deep rut in the middle.

Turning right again, the racers headed up a whoopy hill but not as steep as the one they just cleared. Ed Whiteside zigged up the jeep trail in quest of Dick Camp and Dave Phillips in the near distance. Greg Thomas took check four and headed down the roller coaster ridges to the valley floor. Phil Cloward had his Bultaco pegged as he chased Verlin Van Zee into the pits. Steve Eckardt, Bruce Jones and Jay Orendorff made it down the rain rutted trails and pitted with no problems. C bike Amateur leader John Foster took a quick pit and headed for the bomb and one more loop. Scott Postma picked up some LAPD-poured pre-mix from the Badgers and led Dave Matus out of pit row. Keith Smith passed the old smouldering bomb ahead of "Wyoming Kid" Rich Jackson, who was getting back into the dez from a long layoff. Chris Austin was moving along well as he followed Saltzman into check one.

It was at the bomb where the big upset took place. Balentine led through the pits but charging over the second loop, he was unaware he was not leading the race until check four when he was signaled the two position. Pouring the coal to the big KTM, he did all he could to close the gap but Wright cleared the checkered about 10 seconds ahead of Bob for the overall win. Ogilvie bagged second 250cc Expert; the new Harley pilot was next, Chuck Miller. Charlie Hamill was fifth and Crown Cycle's Mike Eckardt sixth. Jim Delliplaine won the 250cc Amateur battle beating Rich Zajic and Fred Strong. Chris Austin was second C bike, Ron Hall third.

Novice/Beginner race

When the dust began to settle, the first one to check one Dave Woolmore. Larry Spaeth and Steve Brookshire were close behind. Jeff Moeller was

next, then the first C bike ridden by Tim Foster. Craig Baker, second C, was right on Foster. Back in the pack, Bob Bauman and "Late" Lou Ortali navigated the wash leading into the hills. DuRay Endlich raced with Rich Christensen toward Koehn Dry Lake; Tom Elias was trying to pass Ron Hermansen as the course headed right into the canyons. Kevin Larson followed Dave Herrera up the first uphill, then tried to pass. Marty Pollard had cleared the second uphill and was trying to gain on Zach Peterson.

When John Stoffel reached the waterfall dropoff, he was leading the Beginner/Trail Novice race. Number 823 was second overall, first Beginner and Alan Dryden was first C bike Beginner, third overall.

As the race progressed, Tom Dickerson edged past Art Short and Mike Jones was following Art. Cutting right into "Canyon Country," John Goatcher, Gary Brick, David Hazelman and Duane Summers made their way into check three. Kirk Alexander made his way into the high rollers followed by Carl Massingale and Harold Andrews. First girl Sandy Love was ahead of Steve Padilla, Don Love, Rolf Sutton and Deanna Jenkins.

Sean McCurnin, Gene Peters and Ron Dunchan picked up the pace running in the 30s as they had a great time in the foothill rollers. Rod Wheeler was just about to get check four when Mark Gibson got by. Tim Saueressiq headed up the windy canyon following Gordon Oblander's dust. John Cline started up the long uphill ahead of Frank Chamberlin, George Jaggard, Ryan Grosz, and Mike Walters. Nancy Calelli and Jeanette Lange were somewhere in the pack, representing the ladies' effort.

Heading down the ridges to the valley floor, Wayne Langner broke trail at the bottom as did Bruce Lipe and Blair Swallow. Steve Zollinger could see the pits but he had his mind on the rain ruts in the middle of the trail. Derrick Paiment pitted 15th overall. Ed Wisenant was next then Keith Tullar had his tank topped off and headed out for loop two.

The second loop had Doug Mitchell making up six positions to 13th, Joe Turnbaugh lost two to Steve Zollinger and Roy Harris. By check two, Blair Swallow dialed his Maico on and took away nine spots, settling in at eighth. Number 827 was next, then Craig Baker maintaining fifth throughout the race. At check three, Jeff Moeller was still at fourth but second and third had swapped. Larry Spaeth got by Steve Brookshire for second but nobody was close to the fast-flying Woolmore. Heading out of the mountains, Dave held the Husky in the fast mode all the way to the finish.

Despite the cold weather, the racers all had a great time. Some of the markers and Webco arrows looked like Lays potato chips but nobody got lost. Chris Christensen got by George Zuber 50 yards from the finish to wrap up number one 250cc Senior 250; congrats.

The course was rated super; well done Antelope Ramblers. Rumor has it the Maywood Toys for Tots GP may cancel due to low entry. I can't believe desert racers would let down a bunch of needy kids. C'mon gang, get the entries in, the course sounds like loads of fun.

If you're tired of land closures, let's eat turkey in the dez plus show big brother we don't like his tactics. Leave your jerseys and number plates at home and let's get together. ●

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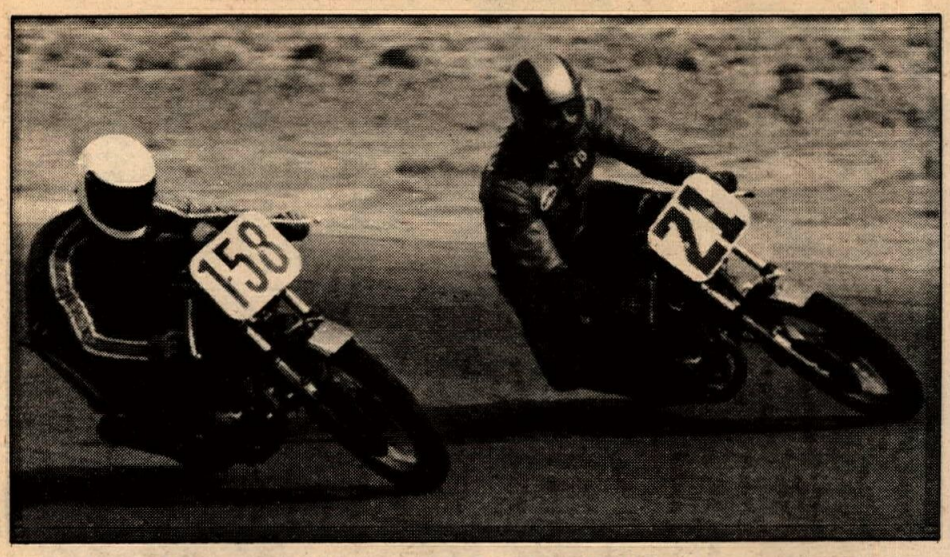


Malcolm Hill (158) and Ed Toomey dice in ARRA's 410cc Production class.

Lewis masters Old Timers MX

By Bob Alloy

TRABUCO CANYON, CA, NOV. 5

Thirty-eight Old Timers showed up at Racing World for a real nice overcast day. In the Master class, Blackie Lewis took the holeshot in moto one and held it all the way to the checkered flag. Blackie was followed by "Moving Marv" Olsen. The second moto saw Blackie repeat the first moto with Olsen on his tail. Olsen had to pull off because of bike troubles and second place went to Marshall Jennings.

In the Senior Expert class Chuck Woody was first to the checkered flag, followed by Ken Williams. The second moto was almost a repeat of the first with Ken and Chuck exchanging places as in a checker game. After the dust had cleared, it was Williams and then Woody.

The Experts were shown how by Ray Sanchez who took the holeshot in motos one and two and held it all the way to the checkered flag. Following Ray was Bill Bird for second in the first moto and Bob Berdyck was second in the second moto.

The Amateurs really mixed it up with Bill Lyons taking the first moto followed by Bob Crandall. In the second moto, Crandall took the checkered flag followed by George Meyer.

For the Novice division it was John (Lurdo) Turdo taking the holeshot for three whole laps in the first moto but Paul Mayhew ended up with first place, taking second was Wayne Powell and coming in third was Bob Klatt. In the second moto Powell took the holeshot all by himself. A restart was necessary so that the rest of the Novices could participate. Moto two saw Mayhew taking first, Powell with another second and another third going to Bob Klatt.

Results

MASTERS: 1. Black Lewis (Mai); 2. Marshall Jennings (Mai); 3. Marvin Olsen (Mai).
SR EXPERTS: 1. Ken Williams (Yam); 2. Chuck Woody (Yam); 3. Doug Archibald (Mai).
experts; 1. Ray Sanchez (Yam); 2. Bob Berdyck (CZ); 3. Art McNamee (Mai).
AMATEURS: 1. Bob Crandall (Suz); 2. George Meyers (Mai); 3. George O'Haver (Mai).
NOVICE: 1. Paul Mayhew (KTM); 2. Wayne Powell (Hus); 3. Bob Klatt (Suz).

Baeder tops Code in ARRA RR battle

By Jim Lester

ROSAMOND, CA, NOV. 5

Lee Fleming, Steve Shcrader and Wendell Phillips were double winners at 1978's final American Road Racing Association race of the season. The ARRA road race at Riverside next month has been cancelled after a schedule conflict with a go-kart championship race.

AMA Pro Mike Baeder (Yam) moved from third into the lead after one lap in 250cc GP. But Keith Code (Yam) came from even further back to challenge Mike for the lead. Keith went by Mike on the fifth lap, but Baeder (1:40 laps) retook the lead going down the back straight on the next lap. With seven of 10 laps completed Mike was leading Code by one second, with Barry Elliot seven seconds back. Code made his move, and was sitting on Baeder's back fender as they began the last lap. But Keith was still there in second as they took the checkered flag.

Code (Vetter Kaw) led the Open GP pack down the back straight on the first lap, but Billy Addington (Kaw) took the lead in the sweeper before the front straight. Bruce Hammer (Yam, 1:33) went into the lead on the back straight the next time around, and proceeded to pull away to a 15-second lead over Addington and Code. In fourth and fifth places Barry Elliott (Yam) and Frank Simmons (Yam) were dicing for the 500cc class lead. Simmons went around Elliott with two laps to go and held on to win by a bike-length. Addington's six points for second and Terry Nelson's three points for fourth brought them into a final three-way tie for the Open GP championship with Chuck Parme at 24 points apiece.

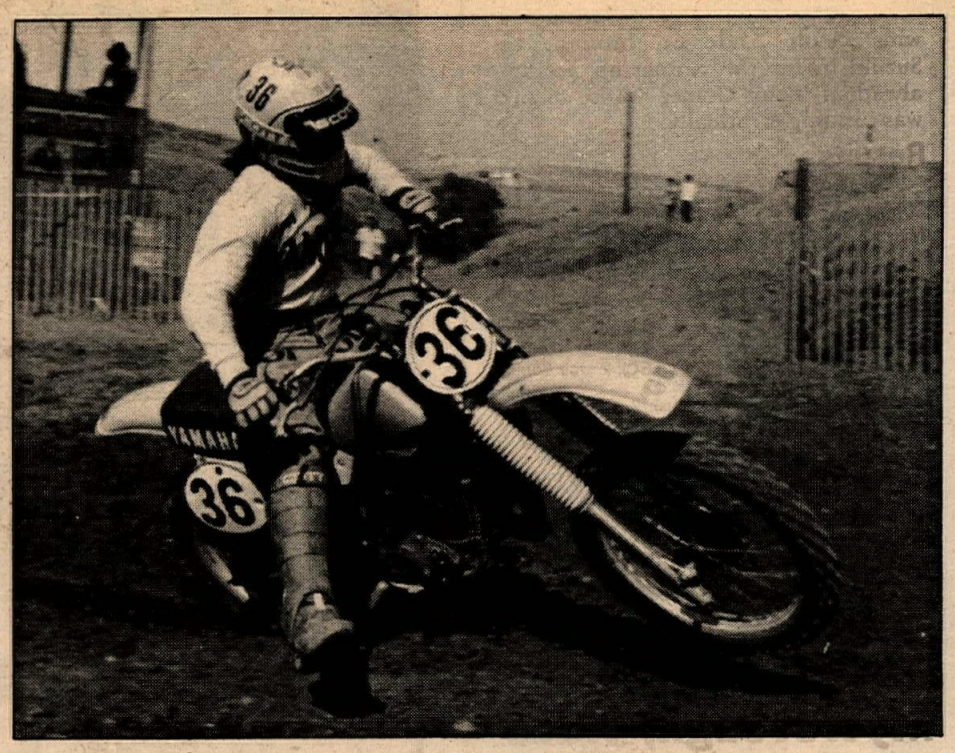
Wendell Phillips (Mr. Jags 750 Nor) blew off the opposition in 550-750-Open Production. By the end of the race he had a 20-second lead over Lee Fleming (Duc), the Open class winner. After the race Wendell's sponsor Steve Peterman voluntarily tore down the 750cc engine for a displacement check to convince skeptics. Meanwhile, Malcolm Hill and Ed Toomey were staying clser than Siamese twins in 550cc Production. Toomey led going down the back straight on the last lap, but Malcolm passed him in the sweeper and held on for the win.

Keith Code (Kaw, 1:34) finally had things his won way in the "4-stroke GP". Addington was a distant second, with some form of mechanical trouble. Wendell Phillips took his second win of the day in the 750 class aboard a Suzuki borrowed from Tom Hayner. Meanwhile Yoshima-Honda teammates Steve Schrader and Ben Bernie were battling for the 500cc division championship. Steve carried in a 54-51 lead, and made sure of the title with a norrow win over Ben.

The 410cc Production battle found Thad Wolff (Spec. II Yam) and Ed Toomey (Yam) battling not only for the race lead, but also the class points championship. Thad came in with a 42-40 lead. Toomey shadowed Wolff for four laps, then took the lead (1:42 lap) at the start of the fifth lap. Wolff retook the lead at the top of the hill, and stretched it out when Toomey went off into the dirt doing 100 mph at Willow's infamous turn nine. Toomey got back in Thad's draft two laps later, but lost ground again when Thad got a better line going around some lapped riders. Wolff went on to take the win and the championship. Glen Hobbs (Yam) edged Malcolm Hill (Yam) at the line in a "photo finish" for third.

Results

50cc GP: 1. Mario Caldato (Ital Jet); 2. Paul Manning (Ital Jet).
100cc GP: 1. Ben Meyer (Yam); 2. Malcolm McCassy (Hon); 3. Greg Chaffee (Kaw).
125cc GP: 1. Steve Sheftel (Hon); 2. Danny Coe (Hon); 3. Corbin Dickinson (Hon).
200cc GP: 1. Gary Costa (Can Am); 2. Terry Nelson (Yam); 3. Earl Smith (Can Am).
250cc GP: 1. Mike Baeder (Yam); 2. Keith Code (Yam); 3. Barry Elliott (Yam).
500cc GP: 1. Frank Simmons (Yam); 2. Barry Elliott (Yam); 3. Steve McClenon (Yam).
OPEN GP: 1. Bruce Hammer (Yam); 2. Billy Addington (Kaw); 3. Keith Code (Kaw).
4-STROKE GP-500cc: 1. Steve Schrader (Hon); 2. Ben Bernie (Hon); 3. Robert Brawn (Yam).
4-STROKE-750cc: 1. Wendell Phillips (Suz); 2. Bryan Chono (Hon); 3. Alan Kanter (Suz).
OPEN 4-STROKE GP: 1. Keith Code (Kaw); 2. Billy Addington (Kaw); 3. Whit Blakeslee (Kaw).
125 PRODUCTION: 1. Richard McClanahan (Yam); 2. Mel Richins (Can-Am); 3. Greg Bush (Suz).
200 PRODUCTION: 1. Terry Nelson (Yam); 2. Earl Smith (Can-Am).
250 PRODUCTION: Mark Shelton (Yam).
410 PRODUCTION: 1. Thad Wolff (Yam); 2. Ed Toomey (Yam); 3. Glenn Hobbs (Yam).
550 PRODUCTION: 1. Malcolm Hill (Yam); 2. Ed Toomey (Yam); 3. Glenn Hobbs (Yam).
750 PRODUCTION: 1. Wendell Phillips (Norton); 2. Ray Straka (Kaw); 3. Alan Kanter (Suz).
OPEN PRODUCTION: 1. Lee Fleming (Ducati); 2. Whit Blakeslee (Kaw).
CAFE 500cc: 1. Steve Schrader (Hon); 2. Ben Bernie (Hon); 3. Ed Toomey (Yam).
CAFE 750cc: 1. Bryan Chono (Hon); 2. Jerry Lucido (Kaw); 3. Rod Bond (Suz).
CAFE OPEN: Billy Addington (Kaw).
BOX STOCK-410cc: Dan Diaz (Yam).
BOX STOCK-675cc: Ray Straka (Kaw).
BOX STOCK OPEN: 1. Lee Fleming (Ducati); 2. Whit Blakeslee (Kaw).



Jeff Ward topped a tough 250cc Pro class at SSM.

Ward, Elliott, Maki win at SSM MX

By Terry Whytal

ORANGE, CA, NOV. 4

Yamaha rider Jeff Ward outrode some of the best up and coming riders in the southland to win the 250cc Pro class at this week's Saturday Saddleback Motocross. Team Yamaha rider Mike Bell made his return to racing following a knee injury last summer, Brian Myerscough was Suzuki mounted and ready, and Scott Gillman showed up with a new super trick factory Suzuki having just signed a factory contract.

Ward jumped out to the lead as the first moto came down the starting hill. Mark Lawrence put his Yamaha up into second followed by Myerscough, Gillman and Bell. Myerscough passed Lawrence for second but Gillman quickly passed them both to take over the runner-up slot. Gillman really started putting the pressure on Ward and the two began opening up a lead on the field. Finally with the race nearly over, Gillman slipped into the lead and took the checkers first. Ward finished second comfortably ahead of Myerscough and Bell.

Ward pulled an incredible holeshot in the second moto and began opening up a sizeable lead. Myerscough held second over Lawrence who had Gillman attached to his rear fender. On the third lap, as Gillman tried to go inside on Lawrence, the front end washed out and he slid down. Bell, running fifth, came around the corner on the same line as the downed Gillman and couldn't avoid hitting him. Gillman was shaken up and he re-entered the race down almost two laps.

Halfway through the moto Ward began slowing with a flat back tire, and Myerscough and Bell started to eat up the big lead Ward had made. The white flag came out as the race really began to tighten up and Ward just managed to take the checkers first. Myerscough finished ahead of Bell who appeared to be taking it easy on his injured leg, and Gillman put on a tremendous riding exhibition to work back up to sixth. Overall the win belonged to Ward, with second going to Myerscough, third to Bell and Gillman was fourth.

The Open Pro class featured a tough race between Suzuki rider Bob Elliott and Husky-mounted Goat Breker. Breker took the first moto win but Elliott came back to win the second moto and claim the overall victory. Breker took home the second place money with third going to Chuck Pettigrew on a Maico.

Rick Maki rode his Suzuki to the 125cc Pro win with back to back moto

wins. Scott Anderson brought his Suzuki in for the runner-up position ahead of Tony Gomez whose Suzuki was running erratically.

Results

OPEN PRO: 1. Bob Elliot (Suz); 2. Goat Breker (Hus); 3. Chuck Pettigrew (Mai).
250cc PRO: 1. Jeff Ward (Yam); 2. Brian Myerscough (Suz); 3. Mike Bell (Yam).
125cc PRO: 1. Rick Maki (Suz); 2. Scott Anderson (ESC); 3. Tony Gomez (Suz).
OPEN INT: 1. Jim Beltnick (Mai); 2. Gary Gomales (Mai); 3. Marvin Olson (Mai).
250cc INT: 1. Mark Page (ESC); 2. Rick Zobell (Suz); 3. Denny Vordyan (Hon).
125cc INT: 1. Bryan Maloney (ESC); 2. Joe Bonetti (ESC); 3. Bobby Ryan (Suz).
OPEN JR: 1. Scott Child (Hus); 2. Dan Hanebrink (Mai); 3. Bill Phillips (KTM).
250cc JR: 1. Gene Van Dyke (Mai); 2. Dan Aschcroft (Hus); 3. Mike Casey (Yam).
125cc JR: 1. Mark Darnell (Suz); 2. Larry Peacock (Suz); 3. Dan Rodriquez (Suz).
250cc BEG: 1. Doug Hayes (Hon); 2. Keith Thompson (Kaw); 3. Paul Martell (Yam).
125cc BEG: 1. Roger Hayes (Yam); 2. Randy Cody (Suz); 3. Mike German (Yam).
OLD TIMERS: 1. Jody Wiesel (Yam); 2. Rick Sieman (Yam); 3. James Banning (Hus).

Marino, Myerscough, Ward CMC Saddleback cash

By Mark Kariya

ORANGE, CA, NOV. 5

A large field of entries combined with a near-perfect day for racing to give each motocrosser good reason to put on his best race face and have fun Sunday with the Continental Moto-Sport Club at Saddleback.

In the first 500cc Pro moto, Suzuki rider Bob Elliott took the lead immediately and kept it the entire moto. Robert Marino (Yam) followed him the distance in the runner-up spot.

Randy Rodriguez (WSM) recovered from a bad start to move into fifth on lap four. Three laps later, he dropped Bill Jewell (MMM), in his first race since breaking his collarbone at Carlsbad in late September, from the number four slot. Rodriguez snatched third away from Husky-mounted Ron Tebbs on the last lap with David Gerig (OP Suz) finishing fifth.

Elliott tried to repeat his first moto performance in moto two, but Marino spoiled his bid on lap four. Elliott hung on, though, waiting for a mistake that never came.

Their skirmish carried them a ways from Tebbs who was feeling pressure from Steve Walker (Yam) all moto. Gerig and Rodriguez claimed 5-6.

Two divisions plus a consolation race were required in the 250cc Pros due to the high number of entries. The first eight in each transferred to the winner-take-all final.

Elliott took the first division win, followed by Chappy Blose (Mai), Steve Blackman (Mai) and Luc De Ley (Yam). Pete Wanket (Yam), in one of his first races since breaking his leg again before summer, snuck in for fifth on the last lap.

New Suzuki ace Scott Gillman won the second division with Yamaha teamster Jeff Ward in second. Dave "Works" Miller (UFO Hon) who held an early lead, finished third, ahead of Brian Myerscough, another one of the Suzuki swarm. Mark Lawrence (Yam) raced in for fifth.

Chuck Lunde (Hon) and Gary Truesdill (Suz) fought for the consolation win, Lunde coming out on top. Paul Thede (C-A) worked his way into third, ahead of Phil Taboada (Mai) and Robert Reisinger (Kaw).

Elliott really had his starts together

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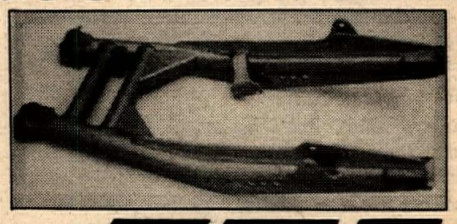

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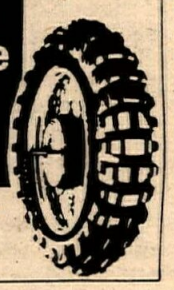

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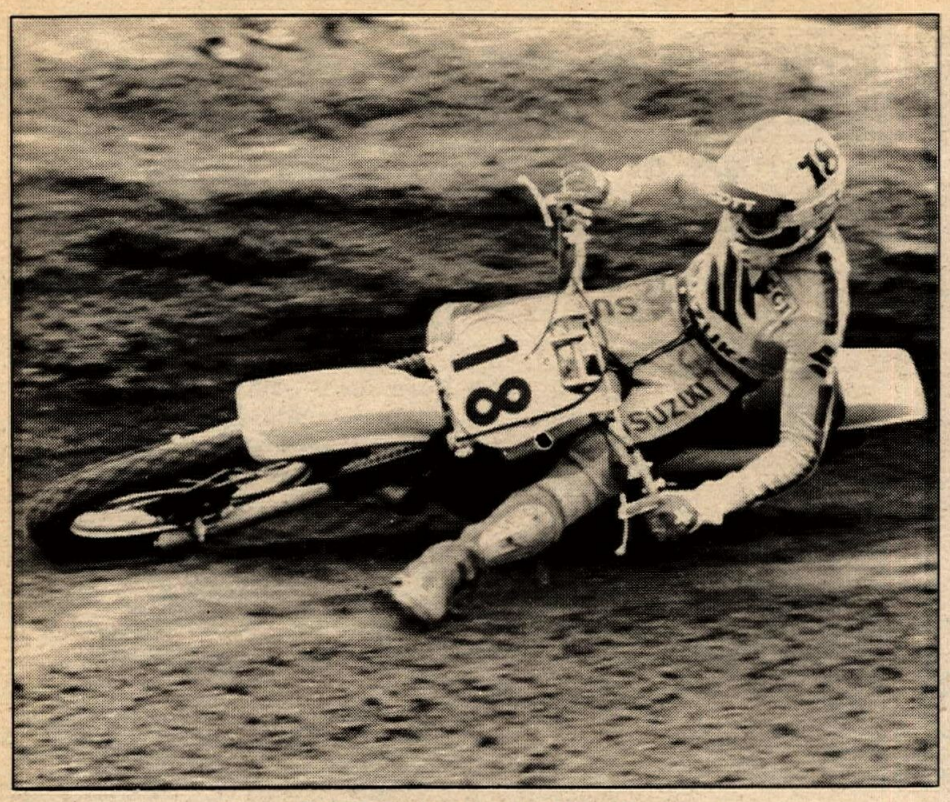

Brian Myerscough won CMC Saddleback's 250cc Pro final.

Joe D. Price won the 125cc Pro class at CRC's Racing World MX.

today as he jumped into the lead immediately in the final.

Myerscough wasn't about to let him get away, however, and followed him closely. Ward motored up to third on lap three to make it three riders vying for first. Lenny Geiger (Hon) sat in fourth, his position unchanging throughout the moto.

Elliott dropped back to third the next lap, Myerscough and Ward both taking advantage of the situation. They finished the race in that order with Geiger holding his fourth spot just ahead of Lawrence and Blackman.

Mike Brown (Suz) led the pack in the first 125cc Pro moto with Myerscough and Blose (Suz) keeping pace behind him.

Brown lost two positions on lap six, though, when he went over a berm. Ward, making up for a dismal start, moved through the pack to take second away from Blose on lap eight and, when Myerscough bailed going into a turn on the next lap, took the lead for good. Blose gave him a good run in second with Rick Johnson (Yam), Scott Burnworth (Suz) and Myerscough next.

Burnworth forced his bike into an early lead in moto two, but Brown took it from him before the first lap was completed. Burnworth got off twice during the moto, though, and finished way back.

Myerscough grabbed the lead before the race's halfway mark and got the moto win. Ward put the pressure on Johnson for second, but Johnson didn't fold, though Ward still got the overall.

Results

MINI JR: 1. Todd Campbell (Yam); 2. Hank Erler (Suz); 3. Aron Baker (Esc).
MINI INT: 1. Rudy Dickenson (Suz); 2. Tony Tetone, Jr. (Suz).
100 JR: 1. Jeff Camarigg (Yam); 2. Charlie Walker (Yam); 3. Ernie Becker (Suz).
500 PRO: 1. Robert Marino (Yam); 2. Bob Elliott (Suz); 3. Ron Tebbs (Hus).
500 INT: 1. Jim Williams (Yam); 2. Tom Bell (Hus); 3. Joe Pena (Yam).
500 JR: 1. Kevin Duffy (Yam); 2. Dan Martin (Mai); 3. Ken Fuelner (Mai).
250 PRO FINAL: 1. Brian Myerscough (Suz); 2. Jeff Ward (Yam); 3. Bob Elliott (Suz).
250 INT: 1. Juan Benavidez (Yam); 2. Mark Page (Esc); 3. Mike Foley (Mai).
250 JR DIV 1: 1. Mike Geiger (Mai); 2. Greg Wulff (Yam); 3. Bob Binkley (Yam).
250 JR DIV 2: 1. Robert Miller (Hon); 2. Robert Spielman (Suz); 3. Michael Casey (Yam).
125 PRO: 1. Jeff Ward (Yam); 2. Rick Johnson (Yam); 3. Brian Myerscough (Suz).
125 INT: 1. Mike Toycen (Yam); 2. Stuart Prior (Suz); 3. Leland Bacon (Suz).
125 JR: 1. Pete Rinaldi (Suz); 2. Danny Ramirez (Suz); 3. Jim Kennedy (Yam).

Price takes the cash at CRC Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, OCT. 29

With Halloween just around the corner California Racing Club's crew of moto goblins showed up at Racing World to trick up their machines and treat themselves to another full day of motocross.

Joe D. Price probably had more tricks and treats than anyone else out at the track. He ran his first race with no top end and still completely knocked the socks off the rest of the 125cc Pros. Fact is he had to edge out Jerry Freckleton, riding a Bill Krause-sponsored Suzuki that appeared to be in top shape. It took Price six laps with his limping engine to take over the front but once there it was no looking back as he ran his Crown Cycle Yamaha to the very limits to win. After the moto Price went back to his van and switched engines. Unfortunately his second engine wasn't much better than the first because it had somehow been put together with the wrong rings which caused the engine to drag. So with engine problems still haunting him, Price went back into competition to see if by some act of magic he couldn't still place in the top three. Jerry Freckleton stormed off the line to zap the holeshot just ahead of Price. On the first lap Price was able to squeeze by Freckleton to hold down the winning position on a lame bike for a second time. Freckleton didn't give up the ghost easily; he stayed right on Price's tail to give him a scare but then his own haunting caught up with him as he bailed off in the fifth lap. Price collected first place money and Freckleton got up in time to still collect the bucks that went to number two. David Winters rode his Malcolm Smith machine to third place.

The first moto for the Open Pros saw Maico-mounted Dave Foltz wind his way to a no contest victory. Foltz simply took the holeshot and jetted through the loops to win. Ron Tebbs had it a little rougher, especially on his ride, because he had about 10cc too much oil in his recently re-built shocks and they wouldn't give all the way. Still Tebbs ran his Pomona Valley Kawaski-sponsored Husky in second just ahead of Keith Dysert.

Foltz was ready to win big for the second time when the number two moto got underway. He took the holeshot again and pulled a good lead but then seeing that there was no danger of losing the race, slowed his pace and put his bike in cruise control. Mike McClune, who finished fourth in the first moto, was out to better himself the second time around and, picking up the number two position, pushed his KTM up behind Foltz and tried for a pass. Foltz, who knew McClune had finished only fourth decided to let him by and continue his cruise. What Foltz didn't count on was Tebbs sneaking up and passing him. Tebbs had reduced the pressure in his shocks and was running a better second moto. Foltz re-passed Tebbs again to remain in control of first overall. The problem for Tebbs was that finishing ahead of Foltz would have given him first overall but finishing just behind Foltz put him back to third. Foltz finished first overall, McClune went home second and Tebbs was third.

Matt Devich won the 250cc Pro class with Andy Northrop finishing second and Andy Guth third.

Results

OPEN PRO: 1. Dave Foltz (Mai); 2. Mike McClune (KTM); 3. Ron Tebbs (Hus).
OPEN INT: 1. Dan Moore (Mai); 2. Bill Edrington (Yam); 3. Gary Gonzales (Mai).
OPEN NOV: 1. Kirk Chandler (Mai); 2. Kurt Kovacks (Suz); 3. Don Gossett (Suz).
250 PRO: 1. Matt Devich (Hon); 2. Andy Northrop (SOP); 3. Andy Guth (Hon).
250 INT: 1. Mike Marshau (Ele); 2. Duane Mapes (Mai); 3. Kevin Olson (C-A).
250 NOV: 1. Ed Abella (Hon); 2. Ted Waldrup (Hon); 3. Rob Dameron (Suz).
250 BEG: 1. Sam Ermo (Hon); 2. Gilbert Mendez (Mai); 3. Mike Hillion (Suz).
125 PRO: 1. Joe D. Price. (Yam); 2. Jerry Freckleton (Suz); 3. David Winters (MS).
125 INT: 1. Tom Satchell (Suz); 2. Jeff Walverton (Suz); 3. Vince Foster (Suz).
125 NOV: 1. Jerry Black (Yam); 2. Ron Baumgartner (Suz); 3. Les Hays (Yam).
125 BEG: 1. David Nealon (Yam); 2. Mark Bates (Yam); 3. Fred De Vries (Yam).
100 EX: 1. Roy Gomez (Suz).
100 INT: 1. Paul Fitz-Gibbon (Yam); 2. Tony Barbacovi (Yam); 3. Warren Day (Yam).
100 BEG: 1. Rick Kramer (Yam); 2. Kelly Bishop (Yam).
VET SR: 1. Doug Van Duzen (Mai); 2. Bob Crosta (KTM).
VET INT: 1. Dan Sanchez (Suz); 2. Asker Larnkjaer (Suz).
VETS JR: 1. Dean Saunders (Hon); 2. Jerry Black (Mai); 3. Richard Laye (Suz).
MINI: 1. Danny Sanchez (Yam); 2. Tim Shelton (Yam).
MINI NOV: 1. Ian Fitz-Gibbon (Yam); 2. Steven Van Duzen (Yam); 3. Brian Calderon (Suz).
MINI BEG: 1. Bob Jiminez (Suz); 2. Shean Johnson (Suz); 3. Travis Stark (Yam).

Holland, Kehoe top NMA/Suzuki Fall Series

By Carol Campbell

VALENCIA, CA, OCT. 29

Indian Dunes was the location for the fifth and final race of the National Minicycle Association/ U.S. Suzuki Fall National Series.

Excitement and anticipation loomed through the pits as the anxious riders knew that five of them would be going home at the end of the day, as the proud owners of a brand new 1979 Suzuki. Others would be the Fall National overall winners in their respective classes. The two outstanding riders in the 12 years and over Novice class were Steve Andre, overall winner of the Stock class and Tracy Meeks, the overall winner of the Modified class. Both boys ride for Harry's Cycle Sales and represented their sponsor well throughout the five series race. Representing Premier Yamaha in the 100cc Stock Intermediate class was Robbie Nolin. Nolin, who has just made the transition from minibike to motorcycle has done so with ease as he literally made a clean sweep of the series. Nolin not only won all five races but also a free week at the Suzuki School of Motcorss.

The big question of the day was "who would ride in the Race of Champions?" That question was answered as the overall winners in the 83cc Expert classes were named. Young George Holland III (Suz), who, at age 12 has to be one of the best up and coming riders since Jeff Ward, walked away with the overall win in the 83cc Stock Expert class. The top honors in the 83cc Modified Expert class went to Yamaha's Erik Kehoe. It was Kehoe who took home the honors as the overall points winner in both classes combined.

Both Holland and Kehoe are assured a ride in the "Race of Champions" at the World Mini Grand Prix next April.

(Continued to page 22)

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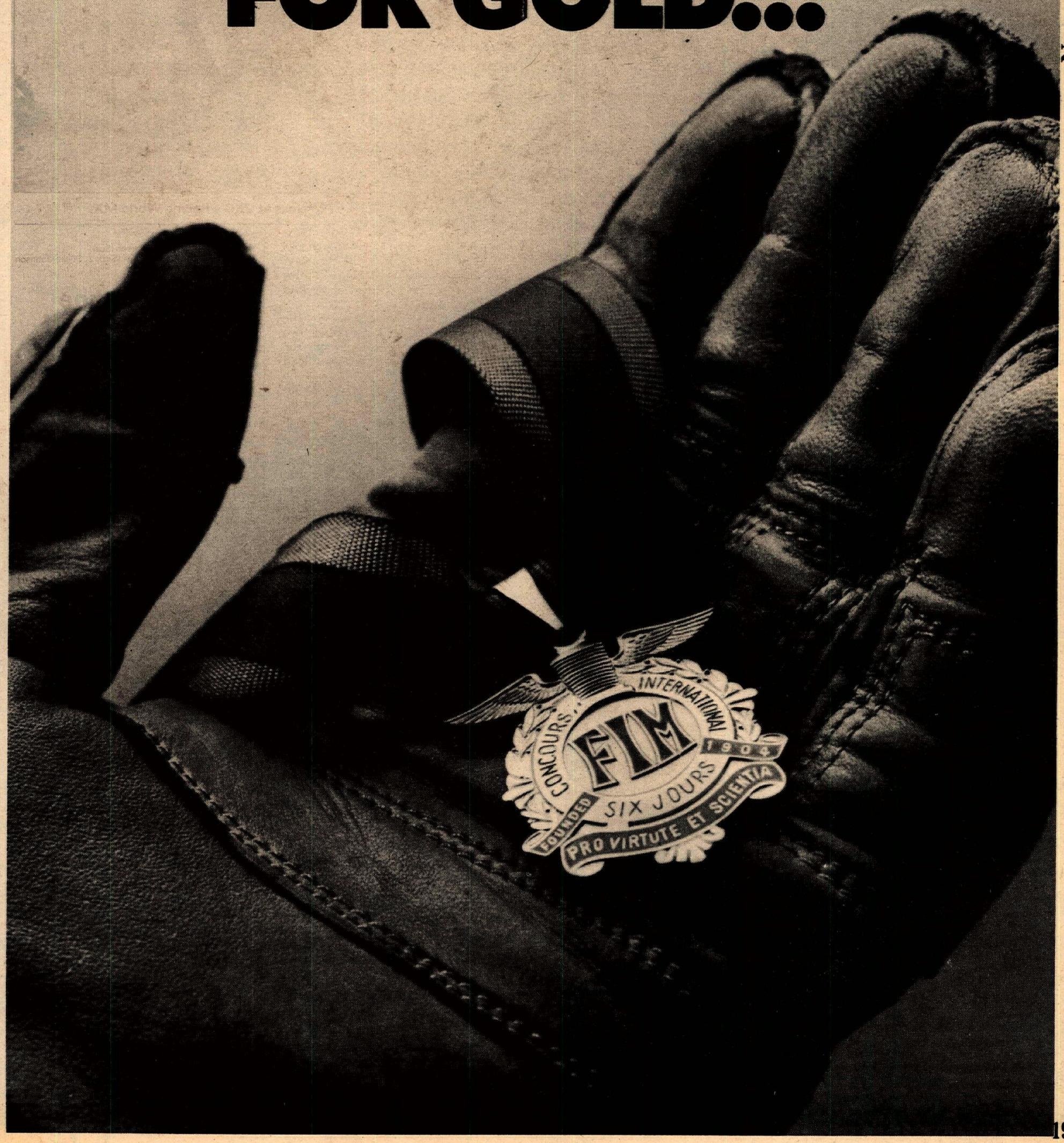

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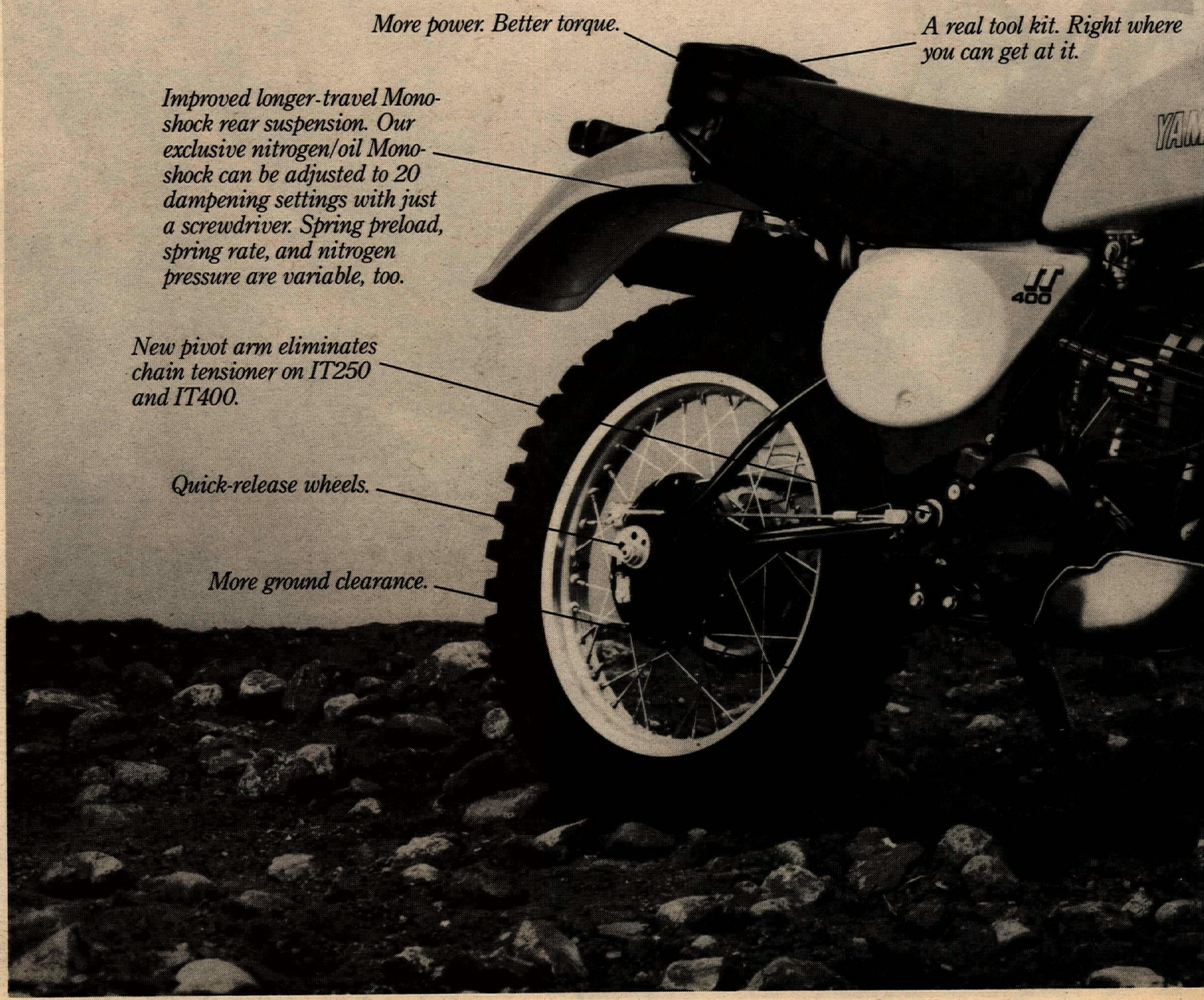

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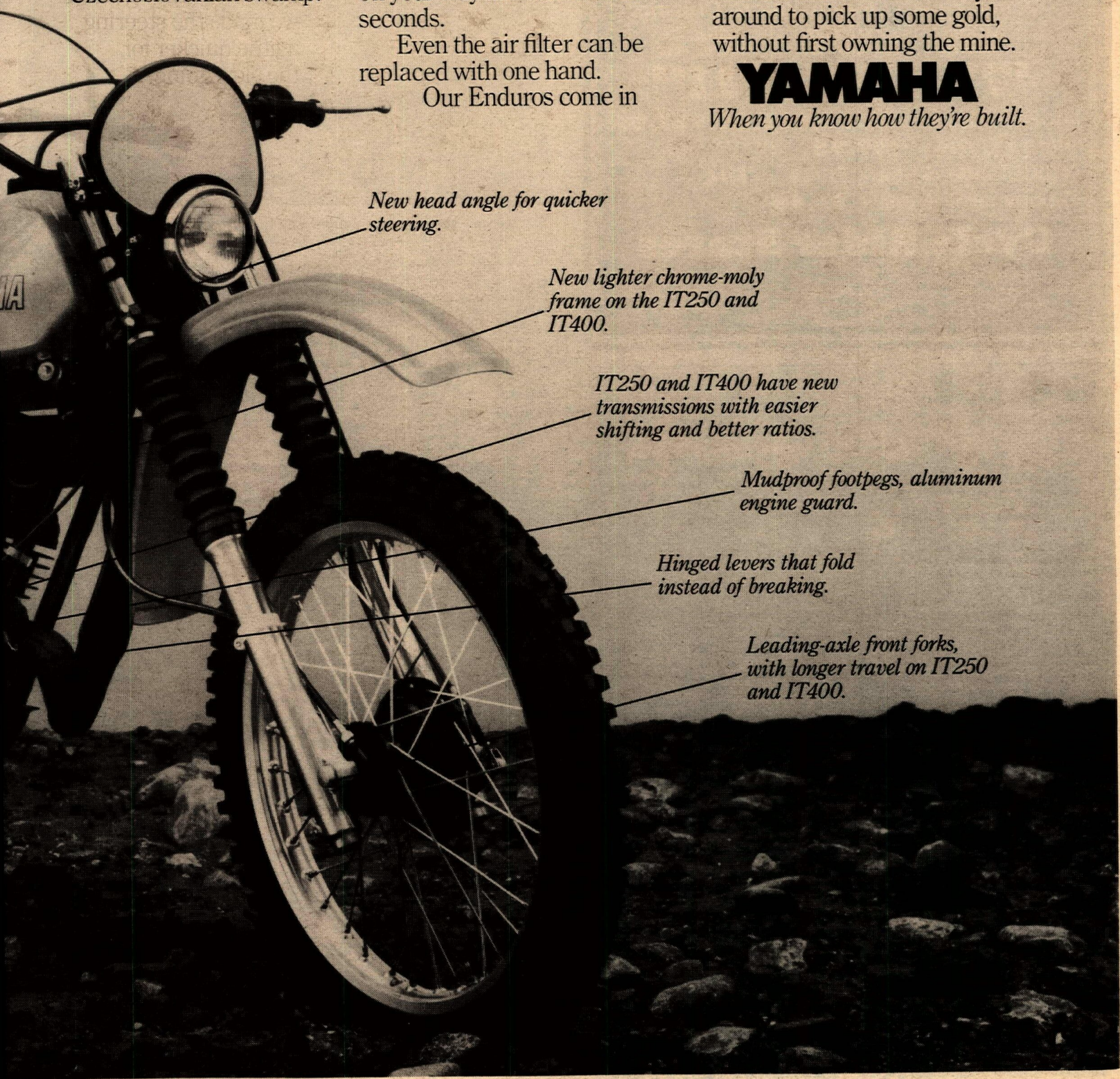

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Western hotline

Erik Kehoe (leading) was among the winners of the NMA/Suzuki Series.

(Continued from page 18)

Results

PEE WEE STOCK: 1. Bobby Dlugos (Suz); 2. King Richard Saxton (Suz); 3. Danny Hembree (Suz).
PEE WEE MOD: 1. Nicky Pounds (Suz); 2. Justin Sousa (Suz).
JR CYCLE STOCK NOV 9-11: 1. Michael Knapp (Ita); 2. Mike Young, Jr. (Suz); 3. Buddy Dumo (Ita).
JR CYCLE STOCK 6-8: 1. Shawn Wooten (Suz); 2. Carl Tignino (Ita); 3. Ricky Dumo (Ita).
JR CYCLE MOD NOV 9-11: 1. Michael Knapp (Ita); 2. Mike Young, Jr. (Suz); 3. Don Feeley (Ita).
JR CYCLE MOD 6-8: 1. Shawn Wooten (Suz); 2. Carl Tignino (Ita); 3. Alfred Belmontes (Ita).
JR CYCLE STOCK INT 9-11: 1. Pat Galan (Suz); 2. Paul Denis (Ita); 3. Kurt Hendricksen (Ita).
JR CYCLE MOD INT 9-11: 1. Mike Healey (Suz); 2. Paul Denis (Ita); 3. Kurt Hendricksen (Ita).
83cc STOCK NOV 9-11: 1. Tim Slayton (Yam); 2. Lee Duncan, Jr. (Yam); 3. Scott Johnson (Suz).
83cc MOD NOV 9-11: 1. Scott Johnson (Suz); 2. Lee Duncan, Jr. (Yam); 3. Robert Laughlin (Yam).
83cc STOCK INT 9-11: 1. Pat Galan (Suz); 2. Larry Brooks (Yam); 3. Paul Denis (Yam).
83cc MOD INT 9-11: Larry Brooks (Yam); 2. Paul Denis (Yam); 3. Pat Galan (Suz).
83cc STOCK NOV 12-15: 1. Steve Andre (HCS); 2. Lyle McPherson (Yam); 3. Larry Daniel (HCS).
83cc MOD NOV 12-15: 1. Tracy Meeks (HCS); 2. Lyle McPherson (Suz); 3. Randy Johnson.
83cc STOCK INT 12-15: 1. David Berlin (Yam); 2. Randy Yetto (Yam); 3. Bruce Bunch (Yam).
83cc MOD INT 12-15: 1. Randy Yetto (Yam); 2. John Hemme (Suz); 3. Ken Dunlap.
83cc STOCK EX: 1. Steve Schmitz (Suz); 2. Erik Kehoe (Yam); 3. Bryon Antonacci (Yam).
83cc MOD EX: 1. Steve Schmitz (Suz); 2. Erik Kehow (Yam); 3. Bryon Antonacci (Yam).
105 OPEN: 1. Erik Kehoe (Yam); 2. Tibbs McCullough (Suz); 3. John Welchel (Suz).
100cc STOCK NOV: 1. Chip Vogel (Yam); 2. Kirk Belto; 3. Danny Bookhart (Suz).
100cc MOD NOV: 1. Mike Paulino (Suz); 2. Alex Atencio (Suz); 3. Kurtis Wilder (Suz).
100cc STOCK INT: 1. Robbie Nolin (Yam); 2. Allen Lucas (HCS); 3. Omar Greco.
100cc MOD INT: 1. Mike Cady (Yam); 2. Curtis Rough (Suz); 3. Robbie Nolin (Yam).
100cc STOCK EX: 1. Richard Ising.
100cc MOD EX: 1. Tibbs McCullough (Yam); 2. Darel Francis (Yam); 3. Matt Whiting (Yam).
125cc STOCK NOV: 1. Robert Licketto (Suz); 2. Mark Chikasawa (Suz); 3. Mark Howell (Suz).
125cc MOD NOV: 1. Bruce Hiroshima (Suz); 2. Eddie Green (Suz); 3. Scott Brown (Suz).
125cc STOCK INT: 1. Robbie Nolin (Yam); 2. Nick Athans (Suz); 3. Dennis Ivarsson (Suz).
125cc MOD INT: 1. Robbie Healy; 2. Curtis Rough (Suz); 3. David Barberio.
250 OPEN: 1. Paul Lane; 2. Nick Athans (Mai); 3. James Davis.

'Rocky' takes top honors at OTHG MX

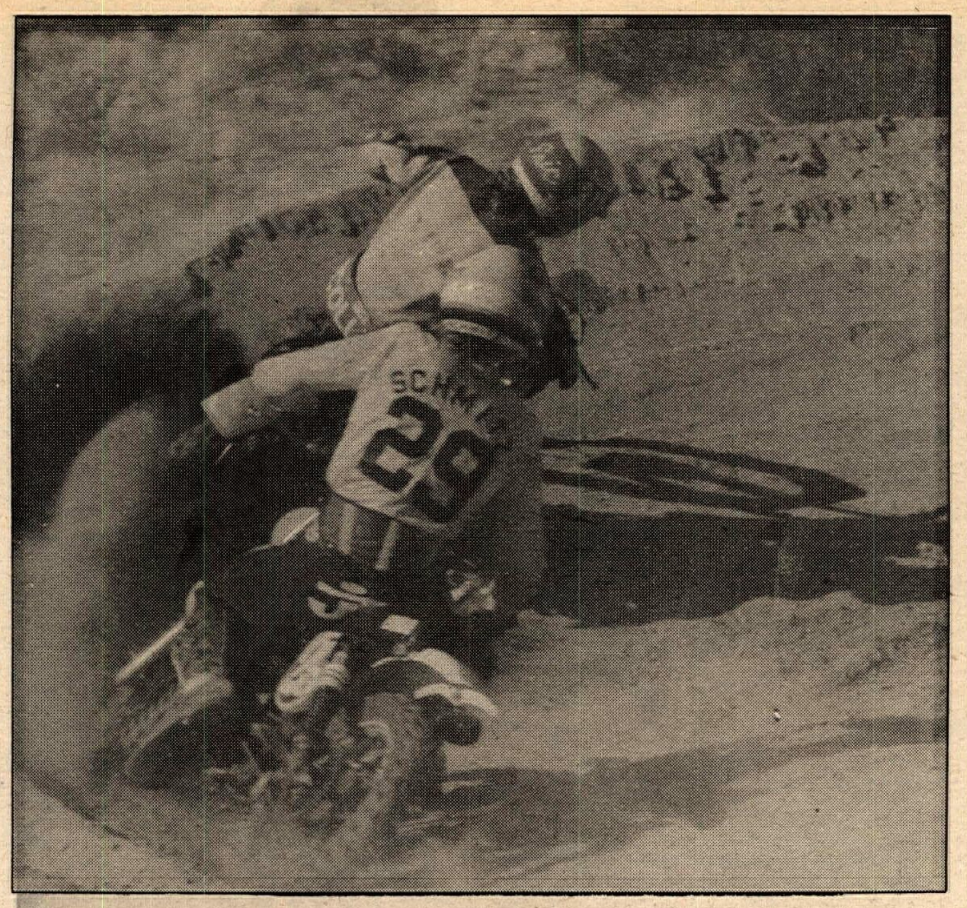
By Bang Bang Bob Ingram

TRABUCO CANYON, CA, OCT. 29
With the year's end in sight, the Over the Hill Gang took one last fling at Racing World's California Track, which is known for its tough ups and downs, with California Racing Club hosting the day's events.

The first assault on the hilly course was made by the Experts. In moto one, Pitter Pat was into the first turn at the top of the hill setting the fast pace for the rest of the pack. Rathole Rocky, Stubby Steve and Corroded Carlos followed. Moto two was a different tale. Pitter Pat once again took the holeshot and it looked like a repeat of the first moto until his RM spit him off as he turned up the hill for the start of lap two. With barely a backward glance, Rathole Rocky (Yam) moved into the lead and went on to win first overall. Beautiful Bruce (Mai) and Corroded Carlos (Mai) had their own race going with some exciting grip to grip dicing, with Beautiful Bruce taking second with his 5-2 finishes. Corroded Carlos was third, finishing 4-3 ahead of Pitter Pat, Stubby Steve (Yam) and Get-Off Gary (Mai).

The Amateurs, sharing the track with the Experts, took off in the second wave behind the gate. It was Du Du Dan (Yam) who daringly drove down the dangerous hill, defying gravity, dodging dips, diving deep into turns and coming out to finish first overall. Jester Jerry (Yam) was 3-2 for second place. Flaky Franky stayed with Du Du Dan in moto one, but DNF moto two when he did another spectacular getoff on one of the treacherous downhills which brought the spectators to their feet. Frank walked away without even a limp. No cigar, though.

The Intermediates again showed their strength in numbers, but were dominated by two; the two being Runover Ron (Hus) and Jacknife John (Suz). In moto one, Jacknife John led wire-to-wire with Runover Ron hot on his tailgate, but Ron was unable to pass and had to settle for second. Moto two's rush up the hill was a re-run of moto one with Jacknife John first again into turn number one, followed by Runover Ron. However, fate's fickle



Steve Schmitz chases Eric Collins at the Sunrise Park NMA round.

finger beckoned to John with a stuck full throttle and on a downhill yet! Runover Ron led the pack past John and went on to win first with a 2-1 overall, followed by Flippin' Fred (Mai), Scabby Skip (Mon), Bang Bang Bobo (Yam), and Absent Al (Yam).

In the Novice class it was Just Jim (Suz) who showed his peers the way to the checkered in the first moto. However, moto two had Drafty Dennis (Suz) breezing in with a 2-1 finish to take the top spot, with Just Jim second. Third place finish went to Mortar Mike (Hon) who seems to improve at every race, followed by Nee-Hi Norm (Suz), Lots Les (Mai) and Lily Larry (Yam).

Holland shines at Sunrise NMA/ Suzuki Series round

By Carol Campbell

ADELANTO, CA, OCT. 22

The desert sands of Adelanto's Sunrise Valley Cycle Park was the setting for the fourth round in the five race National Minicycle Association/U.S. Suzuki Fall National Series. To most everyone's surprise and unexpected pleasure, they found a very challenging track just waiting to be conquered.

Steve Schmitz (Suz) did some of his best riding of the series so far, as he brought home third place honors in the 83cc Stock Expert class. It was George Holland III (Suz) who seemed to have the narrow starting gate wired to perfection, leaving the rest of the pack to do battle and battle they did. It was Jeff Stanford (Yam) and John Whelchel (Suz) going at it hot and heavy for the second and third place spots and a little further back in the fifth and sixth place positions, it was Eric Collins (Yam) and Steve Schmitz (Suz). Tire to tire into every sandy turn they went for five grueling laps. Collins never gave an inch and managed to hold Schmitz off right down to the wire.

As the second moto got underway, Schmitz saw to it that he got his act together as he was second off the line behind Holland. Schmitz was determined to give Holland a run for his money this time. Holland held Schmitz off for the first couple of laps but then Schmitz started breathing right down the neck of Holland. As they started a see-saw race for first and second, it was anyone's race and as the checkered flag came out it was Schmitz in the first place spot over Holland, but a score of 6-1 was only good enough for third place honors behind Welchel as Holland finished with a score of 1-2 for first overall. ●

Results

PEE WEE STOCK: 1. Bobby Dlugos (Suz); 2. King Richard Saxton (Suz); 3. Kevin Sanford (Suz).

JR. CYCLE STOCK NOV 9-11: 1. Mouse McCoy (Ita); 2. Buddy Dumo (Ita); 3. Michael Knapp (Ita).

JR CYCLE STOCK 6-8: 1. Shawn Wooten (Suz); 2. Ricky Dumo (Ita); 3. Nicky Pounds (Suz).

JR CYCLE MOD NOV 9-11: 1. Mouse McCoy (Ita); 2. Buddy Dumo (Ita); 3. Johnnie Rodriguez (Ia).

JR CYCLE MOD 6-8: 1. Shawn Wooten (Suz); 2. Carl Tignino (Ita); 3. Alfred Belmontes (Ita).

JR CYCLE STOCK INT 9-11: 1. Paul Denis (Ita); 2. Kurt Hendricksen (Ita); 3. Pat Galan.

JR CYCLE MOD INT 9-11: 1. Paul Denis (Ita); 2. Kurt Hendricksen (Ita); 3. Mike Healey (Suz).

0-83cc STOCK NOV 9-11: 1. Scott Johnson (Suz); 2. Charlie Taylor (Suz); 3. Thor Bjornestad (Suz).

0-83cc MOD NOV 9-11: 1. Scott Johnson (Suz); 2. Thor Bjornestad (Suz); 3. Mike Brown (Suz).

0-83cc STOCK INT 9-11: 1. Paul Denis (Yam); 2. Kurt Hendricksen (Yam); 3. Mike Healey)Suz).

0-83cc MOD INT 9-11: 1. Paul Denis (Yam); 2. Mike Healey (Suz); 3. Brandon Schneider (Suz).

0-83cc STOCK NOV 12-15: 1. Steve Andre (HCS); 2. Tracy Meeks (HCS); 3. Kevin Gensler (Suz).

0-83cc MOD NOV 12-15: 1. Tracy Meeks (HCS); 2. Si Vokov (HCS); 3. Kevin Gensler (Suz).

0-83cc STOCK INT 12-15: 1. Randy Yetto (Yam); 2. Bruce Bunch (Yam); 3. Ken Dunlap (Suz).

0-83cc MOD INT 12-15: 1. Randy Yetto (Yam); 2. Ron Eversole (Suz); 3. John Hemme (Suz).

0-83cc STOCK EX: 1. George Holland (Suz); 2. John Welchel (Suz); 3. Steve Schmitz (Suz).

0-83cc MOD EX: 1. Erik Kehoe (Yam); 2. George Holland (Suz); 3. Ted Brady (Yam).

OPEN 105: 1. Bryon Antonacci (Yam); 2. George Holland (Suz); 3. Erik Kehoe (Yam).

100cc STOCK NOV: 1. Mike Feeley; 2. Mark Loberg (Yam); 3. Chip Vogel (Yam).

100cc MOD NOV: 1. Mike Paulino (Suz); 2. Ken Campbell (HCS); 3. Pat Shields.

100cc STOCK INT: 1. Robbie Nolin (Yam); 2. Randy Morales; 3. Mike Bennett.

100cc MOD INT: 1. Mike Cady (Yam); 2. Curtis Rough (Suz); 3. Randy Morales (Yam).

100cc MOD EX: 1. Jim Coffey (Yam); 2. Tibbs McCullough (Yam); 3. Tim Hines (Yam).

125cc STOCK NOV: 1. Mark Chickasau (Suz); 2. Scott Brown (Suz); 3. Mark Howell (Suz).

125cc MOD NOV: 1. Scott Brown (Suz); 2. Ken Warne (Suz); 3. Jeff Nuss (Suz).

125cc STOCK INT: 1. Glenn Coe; 2. Nick Young (Yam); 3. Robbie Nolin (Yam).

125cc MOD INT: 1. Curtis Rough (Suz); 2. David Barberio (Suz); 3. Gary Neal.

125cc MOD EX: 1. Kevin Steele; 2. Andrew Jefferson.

250 OPEN: 1. Gary Neal; 2. Andrew Jefferson (Suz); 3. Steve De Goes.

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NORTHERN DATELINE

Mike Hannon chalks up another National Enduro win, the Big Boot. (file photo).

Hannon walks off with Big Boot National Enduro win.

By Bob Tornai

REDWOOD CITY, CA, OCT. 29

Mike Hannon put it all together this weekend for a well earned National win at the Far West M.C.'s Big Boot Enduro. Hannon's low (nine points) score came after 101.2 miles of varied terrain that was a challenge to any rider (timer-keeper or not!).

Eddie Diaz was first Open A rider, with 13 points, followed closely by George Hendrix's 14. Rich Munyon (16 points) was fourth overall and the winning rider in the 250cc A class. Fifth overall went to John Troutt who dropped 17 points — that's a five point spread between second and fifth place and this wasn't an easy ride!

The air was fresh from the previous night's rain, or heavy mist as they call it up here, and the enduro started under clear skies at the Redwood Acres Fairgrounds.

The trail led into a fenced area and put us into logging company property owned by Louisiana Pacific. This was to be the first of three timber concerns that we would ride on. As quickly as it opened into open meadow we were back on a trail that led up a mountain with primo traction. The reddish, decomposed granite type ground mixed with loamy topsoil lasted well over the top where we dropped down the other side to an eerie scene. A brush burning operation had mixed with some morning ground fog and the snaky downhill was like a trip through a time machine.

One hundred and two years in the past is where the next section started. The mountainside was laced with trails for steam donkeys (a winch and rail setup) when the first growth of Redwood proved to be too rough for oxen teams to handle during the first logging operations. One of those cuts that was used to haul the giant trees out of the canyon is aptly named, Big Incline, and has to be in my book one of the world's longest downhills!

The trail rambled over long forgotten trestles and through tunnels of lush underbrush. A huge old abandoned building, somewhere out on the ridgeline, is called Camp 12. It was one of the largest cookshacks used during the early logging era. This particular tight and tricky trail was fast, putting the average riders behind, and when a section of pavement popped up it was a welcome sight.

After a very short breather we were into Graham Gulch, an area in which the first electric hoists were tried, unsuccessfully.

There were seven free minutes at the gas check and by then most people needed them. The mudhole after the pits left my Bultaco brakes useless to the next check, where some super sections of power line road was mixed with trails and roads. The course then opened up to a fifth gear boogie and a gravel road that was *fun!*

The tall bushes that were shedding their silky strands looked beautiful but were very dangerous. The blade grass, or cut grass as the locals call it, is sharp enough to make you look like the loser of a sword fight if you missed your line around one.

The event ended on a high note with a grass track left hand turn and a large jump that launched you into the center of the livestock judging pen. All "animals" that finished were awarded nice pins, smiles and applause from the spectators.

My only complaint was a section of two-way trail that was necessitated at the last minute after weeks of work proved unsuccessful in opening a trail on an adjacent ridge.

The Far West M.C. did a fine job of putting this event on and the fact that it was coordinated on three different pieces of private property (read that five months of hard work!) is even more amazing.

The three companies involved, Pacific Lumber, Louisiana Pacific, and Sierra Pacific deserve a big "thank you" from appreciative riders.

Results

CLASS AA: 1. Mike Hannon.
OPEN A CLASS: 1. Eddie Diaz; 2. George Hendrixs; 3. John Troutt.
250 A CLASS: 1. Rick Munyon; 2. Dave Bertren; 3. Dale Warmuth.
200 A CLASS: 1. David Lee; 2. Mike Todd.
125 A CLASS: 1. Mathew Culluns
OPEN B CLASS: 1. Randy Pavlich; 2. Phil Frisbie; 3. Marcy Palacio.
250 B CLASS: 1. Kim Luccos; 2. Leon Jones; 3. Bred Seder.
200 B CLASS: 1. Gary Frank; 2. Mark Luccos.
OPEN C CLASS: 1. Christopher Suttley; 2. Otto Hodge, Jr.; 3. Craig Fator.
250 C CLASS: 1. Dennis Buckmaster; 2. Danny Herron; 3. Robert Dunbar.
200 C CLASS: 1. Terry Heath; 2. Sam Kelly; 3. Gary Sluder.
A TEAM: 1. David Lee; 2. Mike Todd; 3. Rob Sutliff.
A O.T.: 1. John Noor.
B TEAM: 1. Gary Frank; 2. Leon Jones; 3. John Roberts.
B O.T.: 1. Dale Swason.
C TEAM: 1. Mike Vincenlli; 2. Ron Getty; 3. Robert Creighton.
C O.T.: 1. David Wright.

Danny "Magoo" Chandler picks off a berm at Marysville.

Chandler, Heiberger and Waxham march on Marysville MX

By Robert R. Buttner

MARYSVILLE, CA, OCT. 29

Marysville Motocross is one of several excellent races promoted in northern California right now and the proof is in the quantity and quality of the riders that show up for this event. Two hundred and ninety racers turned out under the 10th street bridge, including Danny "Magoo" Chandler who gave a riding lesson to some very fast locals.

Chandler, riding only the 250cc Expert class, started the first moto by blasting a holeshot that stretched to a five second lead on the first lap, and more than 10 seconds at the finish. Bob Myers took an easy second but was not able to keep pace with Chandler. Randy Losh was good for third followed closely by a consistent Phil Crane, who rode in fourth from start to finish.

Spectators watched the start of the second moto in gale force winds as Pat Wilson grabbed the holeshot with Chandler in hot pursuit, followed by Myers. Chandler got the lead on the second lap but Wilson stayed tight for another, twice trying to pass him, but both times Chandler closed the door. He finally pulled away for the moto win and the overall. Myers tried to get by Wilson on the third lap but unloaded somewhere in the back 40 and ended the day in the 250cc Expert class with a DNF. Wilson, who got a seventh in the first moto, took second and third overall.

Working from his second 11th place start Danny Waller passed nine riders in six laps for a third in the moto and a surprising second overall. Fourth place money went to Crane who took fifth in the final moto while Losh pulled in for fifth overall.

125cc Expert Dana Waxham, another outstanding performer, won both his motos by more than 10 seconds. Waxham took it to the wire in the first moto after he got the holeshot, and in the second it took him only two laps to take the lead and eventually the overall. Tom Odekirk also looked good for 3-2 motos and second overall and third overall went to Bradly Harrison after he tallied a 5-4, both times coming from 10th place.

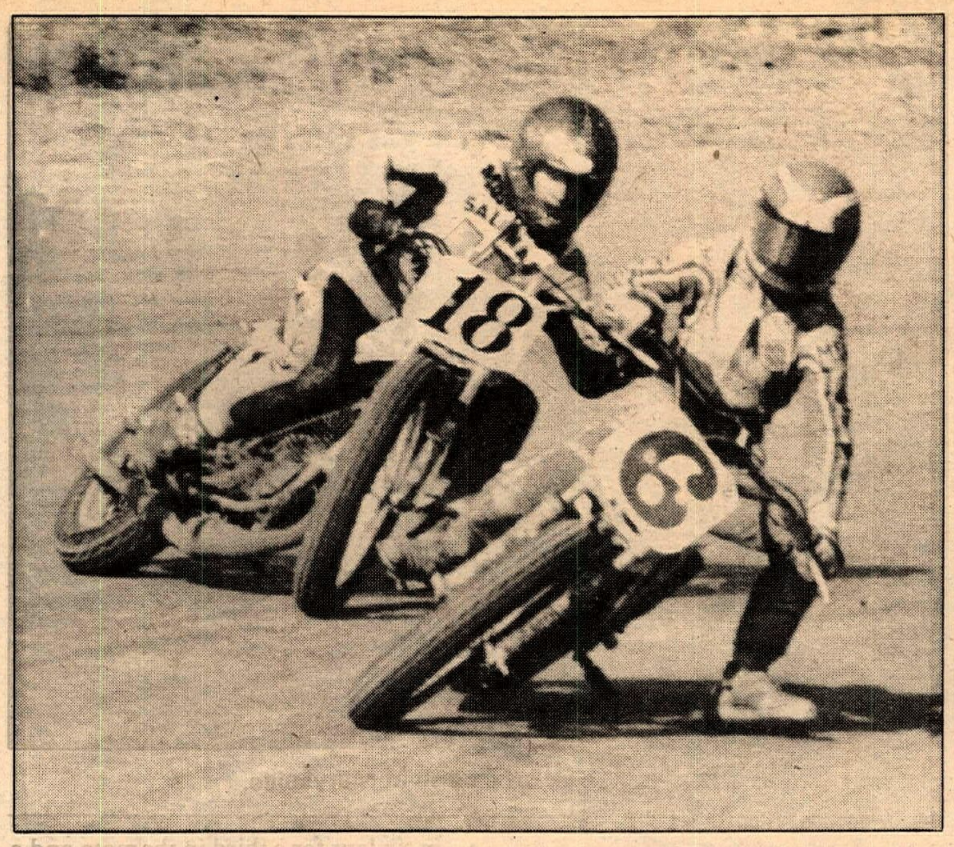
Open Expert Jerome Heiberger holeshot the first heavyweight moto followed by Brian Jodry, Rick Woodson, Bob Myers and Dean Wiggins. Jodry slipped past Heiberger on the fourth lap to grab the first moto leaving Heiberger behind for second. Woodson went to fourth as Wiggins moved onto third after Myers ran into trouble and fell to seventh. Myers, who had an unusually tough day, was able to salvage a fifth out of the moto.

Myers tried to make up for his bad luck in the next moto. He got the holeshot and the win by nearly 20 seconds. Heiberger went on to get second and the overall win as Wiggins fell victim to Jodry who moved into third on the last lap and picked off second overall.

Other Marysville motocrosses are planned on Nov. 12 and Dec. 10 under the 'E' street bridge and on Nov. 26 Sexton will sponsor the 6th Annual Thorntree European Hare Scrambles.

Results

open ex: 1. Jerome Heiberger (Mai); 2. Brian Jodry (Mai); 2. Bob Meyers (Mai).
OPEN AMA: 1. Johnnie Cook (KTM); 2. Scott Rice (Yam); 3. Charles Smart (Suz).
OPEN NOV: 1. George Lowery (Mai); 2. Jimmy Rich (DMS); 3. Grant Higginbotham (Mai).
250cc EX: 1. Danny (Magoo) Chandler (Mai); 2. Dan Waller (Mai); 3. Pat Wilson (Hon).
250cc AM: 1. Steve Aremca (Hon); 2. Ron Combs (Kaw); 3. Dan Scharf (Hon).
250cc NOV DIV I: 1. Donny Rich (Yam); 2. Greg Nash (Mai); 3. Dave Clark (Mom).
250cc NOV DIV II: 1. George Lowery (Mai); 2. Bill McDewitt (Yam); 3. Mark Pace (Hon).
125cc EX: 1. Dana Waxham (Suz); 2. Tom Odekirk (Suz); 3. Brad Harrison (Suz).
125cc AM: 1. Mike Scott (Suz); 2. Steve Arena (Suz); 3. Bill Perry (Suz).
125cc NOV DIV I: 1. Steve Reed (Suz); 2. Dwayne Turner (Yam); 3. Rick Lane (Suz).
125cc NOV DIV II: 1. Scott Dorman (Yam); 2. Jeff Krek (Yam); 3. Mitch Miller (Suz).
VETERAN EX: 1. Bill Grigg (Mai); 2. Charlie Sexton (Yam).
VETERAN AM: 1. Jack Hampton (Mai); 2. Maurice Deatrick (Hon); 3. Robert McCowen (Bul).
VETERAN NOV: 1. Don Rich (Yam); 2. Don Dannce (Suz); 3. Rodger Bubak (Bul).
OLD TIMER: 1. Jim Saitone (Mai); 2. Bill McClinton (Yam); 3. Delno Becker (Mai).
OLD TIMER AM: 1. Larry Bubak (Yam); 2. Bill Hilton



"Jimbo" Filice (6) shoots under Keith Day for his first ever triple win.

(Hus); 3. Wayne Spratt (Mai).
OLD TIMER NOV: 1. Milt Emery (Yam); 2. Nick Norton (Yam); 3. Glyn Long (Mai).
100 NOV SPORTSMAN: 1. Stewart Perry (Yam); 2. Richard Strunk (Yam); 3. Don Lucero (Yam).
100cc MINI EX: Jimmy Souza (Suz).
1000cc MINI NOV: 1. Taryl Weinrick (Suz); 2. Steve Archer (Yam); 3. Brent Cash (Suz).
POWDER PUFF: 1. Donna Mitchell (Suz); 2. Ellen Parker (Hon); 3. Melodye Hubbard (Kaw).
80cc MINI AM: 1. Peter Feldman (Suz); 2. Bobby Moore (MCS); 3. Greg Michalec (Suz).
80cc NOV: 1. Don Barnhart (Yam); 2. Troy Strauser (Yam); 3. Corbett Thoma (Suz).
50cc NOV: 1. Steve McCrary (Suz); 2. Anthony Rose (Hon).

Filice lands a triple at Salinas ST

By W. H. Spencer

SALINAS, CA, OCT. 29

Due to a few extra dates and lots of sunshine, the Monterey Bay Rams M.C. opened up the Salinas Airport quarter mile dirt oval for a last set of short tracks during the final point rush for the District 36 top 20 race. Jimbo Filice happily answered the call by winning three big races — including the King of the Airport race where anyone who wants, puts in a few bucks, rides their best scoot, and winner takes all.

Despite a previous night of hard racing in Monterey, the winter time change brought a goodly amount of little kid racers and, with a few exceptions, the same winners. Billy Tetrick won the Pee Wee class over Ron Greisen while Tony Mitchell reversed the 60cc Novice scene on Dean Vincelet for a win, but little Dean came back to win the 80cc Novice over Charlie Venegas.

Craig Johnson won the 80cc Junior main and in a great show of force, Chris Carr put the hot and heavy pass on Aaron Hill to win the 80cc Expert. Carr and the Cal Cycle Yamaha put on a great display with Hill's Jorgy Suzuki never more than a heartbeat away. Meanwhile, little Kurt Chandler on the Salinas Yamaha was hoping the pair would have trouble and he could get the win and a place back on the top 10 Mini plate list.

Todd Stewart took the best part of the 100cc Novice/Junior show while Jack Barton on the Yamaha Sports Center machine was never headed in the 100cc Expert battle.

Tony Deatherage explained to the troops, in no uncertain terms, that the recent photo of him mixing it up with the haybales at Orland doesn't mean he isn't tough on the track and he then went out and proved it with a big 250cc Junior win. He was a good 10 bike lengths ahead of Danny Moore and the Cal Cycle Yamaha who had to break away from the pack to leave Ron Murphy with the third and final trophy.

Keith Day had let out the word that he was the man to beat after leading, losing and regaining the 250cc Expert heat race win from Jimbo Filice. Filice had other plans though and led off the main event of the day and was never seen, except from the back. Day, Salinas Kawasaki mounted, recovered from a poor start to take the second over Steve Adkins and Dave Ryan.

An interesting change of pace came for the 250cc Experts who were also riding the 360cc Expert race. It was staged next, despite suggestions to move another race in between and a slight delay was necessitated as Dwayne McCaslin and Jim Filice readied their Buls for combat.

Once again, from the start, it was Filice on the Jensen Cycle Bultaco all the way for a big double win which should move him from about fifth to third in the points battle. Chuck Gondala took the second spot keeping his hopes for yet a second top 20 plate alive.

Keith Day put a hot and heavy run on early leader Rick Almeida, National 500cc scrambles winner this year, and won the 500cc Expert.

In the King of the Airport run, Day led off Filice and Dave Ryan but then had to reach to "turn on the gas dummy" and Filice was never seen again. The young teenager earned his first ever triple win — not a bad job for 15 and still counting.

Results

PEE WEE: 1. Billy Tetrick (Suz); 2. Ron Greisen (Suz).
60 NOV: 1. Tony Mitchell (Yam); 2. Dean Vincelet (Yam).
60 JR/EX: 1. Thomas Carriger (Yam).
80 NOV: 1. Dean Vincelet (Yam); 2. Charlie Vengas (Yam).
80 JR: 1. Craig Johnson (Suz).
80 EX: 1. Chris Carr (Yam); 2. Aaron Hill (Suz); 3. Kurt Chandler (Yam).
100 NOV/JR: 1. Todd Stewart (Yam).
100 EX: 1. Jack D. Barton, Jr. (Yam).
125 NOV/JR: 1. Danny Moore (Yam); 2. Mark Little (Suz).

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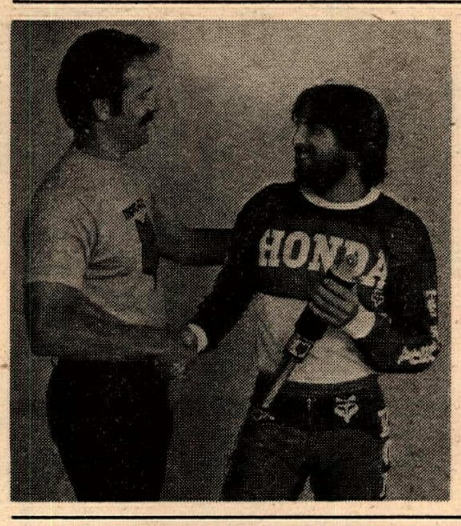

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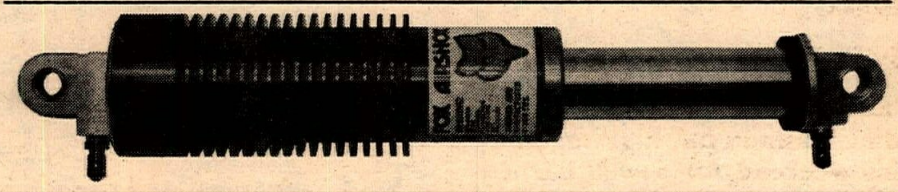

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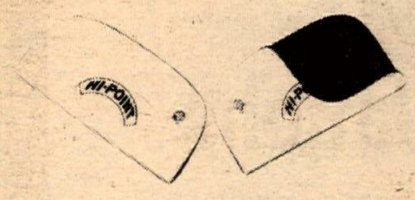

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I did not mention Yamaha, Harley Davidson, Bultaco or Ossa because we already know they are proven winners. Any of these 8 engines are ready and willing to win a National Championship. What I am trying to say is - let's get to work. I for one am tired of seeing 1 or 2 brands win every time, aren't you? If I left out your brand, don't despair, there are 4 more just as good as those noted.

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NORTHERN DATELINE

Stylish Alan Berluti dominated the Experts at Reno.

250 NOV: 1. Gary Vincelet (Yam); 2. Roger Hazen (Yam); 3. Jim Willis (C-A).
250 JR: 1. Tony Deatherage (Yam); 2. Danny Moore (Yam); 3. Ron Murphy (Yam).
250 EX: 1. Jim Filice (Yam); 2. Keith Day (Kaw); 3. Steve Adkins (Yam).
360 EX: 1. Jim Filice (Bul); 2. Chuck Gondala (Yam).
500 NOV: 1. Phil Meyenburg (Yam); 2. Cary Shaw (Yam).
500 JR: 1. Tom San Paolo (Yam); 2. Butch Fischer (Yam).
500 EX: 1. Keith Day (Yam); 2. Rick Almeida (Yam).
KING OF THE AIRPORT: 1. Jim Filice (Yam).

Old Timers conquer Mountain High MX

By Bob Alloy

FRESNO, CA, OCT. 29,

This was a first for the SoCal Old Timers, 32 of us arrived to find a motocross track that pleased just about everyone. What more could you ask for — 3000 feet above sea level, surrounded by trees and fresh air, we donned our red jerseys and leathers to ride one of the best tracks around. Winding up and around the trees, rolling over the nice hill jump and heading for the long down hill run, the Old Timers found the terrain to be fast and fun.

In the Masters class it was Moving Marve with a 1-1 score taking the overall win. Dave McCoy, riding a Maico out of Mammoth Lake, is a 68-year-old wizard on the track. He's really something to watch, attacking each race with speed and smooth riding ability: He took 3-2 motos and the second place overall trophy. Ron Miller (Yam) came in with a 2-3 which was good enough for third.

Senior Expert Chuck Woody grabbed that big number one slot with a 3-1 as Don Jensen and Ken Williams lined up for second and third.

The Experts were given lessons on how to win a race by Tom Widich (Yam), leaving Don Rake and Bill Bird lined up for the next two slots.

Amateur Bob Crundall took a couple of 1-1 motos to the finish as John Said (Mai) settled for second with a 5-2. That's not bad considering John watched his class start off the line from his truck. Quickly realizing he too should have been on the starting line for the race he was watching, he threw on his helmet, took off with the Novices, and still took the second place trophy.

In the Novice division Dan Harris pulled off a 2-1 to capture first place honors while Wayne Powell (Hus) earned second and Bob Anderson had to settle for the third place trophy.

Berluti bumps off two at Reno

By Steve Wilson

RENO, NV, OCT. 29

Motocross fans witnessed an excellent performance by Allen Berluti of Reno as he cruised to four convincing victories in the sparsely attended 250cc and Open Expert classes. Only 13 Experts showed up at the Reno Fairgrounds, resulting in a general lack of close competition.

Berluti got the holeshot in the first 250cc Expert race, but didn't open an extremely wide lead until the second lap. He didn't waste any time in the second moto though it was obvious he had no competition after halfway through the first lap. Scott Stromberg finished a reasonable distance ahead of Rodney Ginn in both motos for second overall.

Jeff Cloutier holeshot the first Open Expert moto but, as he was airborne over a jump on the second lap, Berluti kept his tires on the ground and blew by Cloutier. While Berluti once again opened a wide lead, a genuine battle for second was brewing between Cloutier and Dick Buttner. Cloutier barely held onto his lead to eventually finish one second ahead of Buttner.

Berluti was third out of the first turn in the second Open moto, but after three-quarters of the first lap he was pulling away from the pack. Once again Buttner was to be denied a second place finish by only a second or two, this time by Steve Montague. Buttner did manage to wind up a second overall ahead of Cloutier, who finished fourth in the second moto.

Berluti, who rode smoothly and hardly made any mistakes in his four motos, plans to ride the Support class at Sears Point Nov. 5. Riders and fans ought to keep an eye on this guy. *(Editor's note... Berluti finished 14th overall in that event.)*

Both of the 125cc Expert races were fairly close with Steve Vogel getting top honors over Eric Thaheld after winning both motos.

"The poor Expert rider turnout can possibly be attributed to the fact that there was only an 80 percent payback," said one rider. "Why should riders come here when they can get 100 percent payback at races in California?" he asked.

Almost all of the remaining races were also dominated by a single rider, but the second moto of the 125cc Division II Novices finally provided some excitement. Frank Trujillo won the first moto easily and appeared to be on his way to a second easy victory when he fell in a turn in front of the bleachers. Micah Kennedy moved into first place, but fell down coming out of the next turn and William DelCarlo then moved into the lead. Trujillo managed to regain the lead only to be passed up by a determined DelCarlo who held on for the win. Trujillo got the overall win because DelCarlo had finished third in the first moto.

Most of the riders said the track was fun, but a little hard to pass on and kind of slow.

Results

125cc NOV DIV II: 1. Frank Trujillo (1-2); 2. William DelCarlo (3-1); 3. Jeff Diesner (2-6).
125cc EXPERT: 1. Steve Vogel (1-1); 2. Eric Thaheld (2-2).
250cc EXPERT: 1. Allen Berluti (1-1); 2. Scott Stromberg (2-2); 3. Rodney Ginn (3-3).
OPEN EX: 1. Allen Berluti (1-1); 2. Dick Buttner (3-3); 3. Jeff Cloutier (2-4).

Monterey ST — that's all for '78

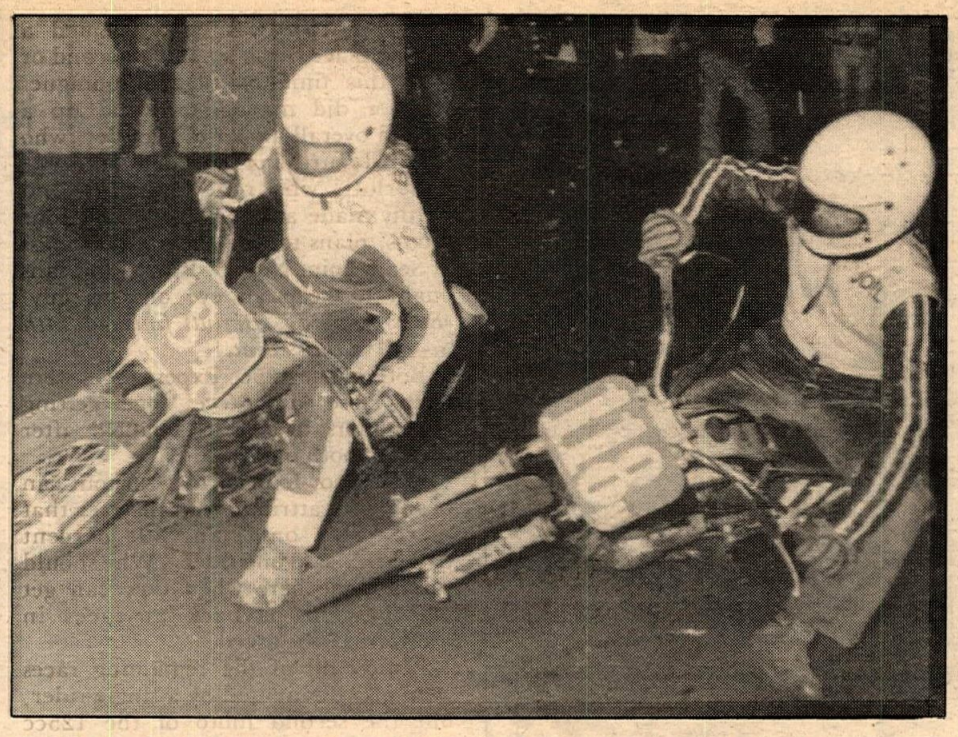
By W. H. Spencer

MONTEREY, CA, OCT. 28

Last night antics at the Monterey County super short track were an added attraction as Rod Spencer on the ND sparked/Martin Cycle Machine Ossa wrapped up the championship, with yet his fourth straight 250cc Expert win, while Keith Day on the Salinas Kawasaki TT500 continued his sweep of the 500cc Expert class. The final show of the season brought on the usual mayhem and crazy starting capers but remained an overall grand program that will return in the spring.

Billy Tetrick, on the JR 50, remains the pee-wee to beat while Dean Vincelet took home a pair of trophies for winning the 60cc Novice and taking second behind Phil Priddy in the 80cc Novice. Kurt Chandler remains the biggest of the little 60cc Junior/Experts, winning once again on the Salinas Kawasaki Italjet. Aaron Hill worked hard for the 80cc Expert win over Chris Carr and Paul Sanchez but Kurt Chandler could only muster a fourth as big brother Doug sat this one out to let somebody else win.

Joel Green took home an easy 125cc Junior win and then came up with some fancy bumps and runs in the 250cc Junior to beat out Bob McDonnell on the H & S Bultaco. Mark Butter came into the 250cc Novice main with apparent ease and



Joel Green (118) tightens up on Roger Burditt at Monterey ST.

exited with the win over Gary Vincelet and Vance Felicio.

Yamaha Sports Center's chief rider Fred Bennett led off the 250cc Expert, in front of Bruce Johnson, but Rod Spencer and the immaculate Martin Cycle Ossa were just too much for the pair. Johnson held onto second in front of Bennett while Dave Busby took fourth from Jimbo Filice.

Ralph Nonella survived the best of the bump and shovers in the 360cc Novice, winning out over Dee Callsen's trick XL with Ron Yetter and Al Caramella riding on most portions of the unused track (and some off).

Matt Crowley may have been the least expected leader in the 360cc Expert and Buddy Latham was much the same in the 500cc Novice. Jack Kline and Gerald Spencer conducted their usual battle with roles reversed and Kline the winner on the Yamaha Sports Center TT500 and Keith Day was resplendent in glory, winning yet another 500cc Expert main over Kirk King and Clay Chambers on the Salinas Yamaha special.

Results

PEE WEE: 1. Billy Tetrick (Suz); 2. Ron Greisen (Suz).
60cc NOV: 1. Dean Vincelet (Yam); 2. Tony Mitchell (Yam).
60cc JR/EX: 1. Kurt Chandler (Ita); 2. Jason Morrison (Yam).
80cc NOV: 1. Phil Priddy (Yam); 2. Dean Vincelet (Yam).
80-100cc JR: 1. Terry Rankin (Yam).
80cc EX: 1. Aaron Hill (Suz); 2. Chris Carr (Yam); 3. Paul Sanchez (Yam).
100cc EX: 1. Jack D. Barton, Jr. (Yam).
125 NOV: 1. Chris Chandler (Yam); 2. Dave Campbell (Suz).
125cc JR: 1. Joel Green (Yam).
250cc NOV: 1. Mark Butter (Yam); 2. Gary Vincelet (Yam); 3. Vance Felicio (Bul).
250cc JR: 1. Joel Green (Yam); 2. Bob McDonnell (Bul); 3. Rich Matuzek (Yam).
250cc EX: 1. Rod Spencer (Oss); 2. Gary Johnson (Yam); 3. Fred Bennett (Yam).
360cc NOV: 1. Ralph Nonella (Yam); 2. Del Callsen (Hon).
360cc EX: 1. Matt Crowley (Bul); 2. Jim Filice (Bul).
500cc NOV: 1. Buddy Latham (Yam).
500cc JR: 1. Jack Kline (Yam); 2. Gerald Spencer (Yam).
500cc EX: 1. Keith Day (Yam); 2. Kirk King (Yam); 3. Clay Chambers (Yam).

Hayward M.C. hosts 32nd Cowbell Enduro

By Bob Tornai

MENDOCINO NAT. FOREST, CA, OCT. 15

Don't be fooled by imitations, the 32nd Annual Cowbell Enduro was run in Mendocino National Forest by the Hayward Motorcycle Club and the high scoring event was won by Rob Sutliff, who dropped 26 points. (And he was riding a TT500!)

The event started at Oak Flat Campgrounds next to Lake Pillsbury and a rumor that, "the first five miles will tell the story," proved to be true. The upsey, downey section that dropped you into a creek bed made some riders wish that they had been dreaming of the moon instead of howling at it the night before. Once past the slippery rocks the course opened up and gave one the opportunity to "stretch out" and jump some water bars. Before working up too much of a rhythm though, it was back to the woods with a few loose, dusty uphills to frustrate many already tired riders.

The gas check was just before the top of Hull Mountain and what turned out to be the eye opener of the day, the narrow twisty road that dropped off of Hull, was spectacular! With a panoramic view of the valley and lake, the only people that day feeling any "higher" than an enduro rider on his way to the finish might have been the hang glider buffs that were soaring overhead.

More tight trails and a turnabout uphill, almost in sight of the finish, let you know that you can't out-guess the Hayward Club. Rich Lopez, a proficient "A" rider and one of the masterminds of this run, said it couldn't be done without the help of a jeep club who helped man the checks and cheerfully offered water to this houred out, dried out rider.

The Forest Service worked with the club to throw this event, which got the fall series of enduros off to a good start in northern California. ●

Results

OPEN A: 1. Rob Sutliff (Yam); 2. Randy Carles (Hus); 3. Glen Topliff (Mai).
OPEN B: 1. Larry Gurley (Yam); 2. James Brindos (Yam); 3. Randy Pavlich (KTM).
OPEN C: 1. Dick Howard (Mai); 2. Chris Sutterley (Yam); 3. Brian Tormey (KTM(.
250 A: 1. Jim Strenfel (Yam); 2. Jon Ellis (Oss); 3. Jim Mitchell (KTM(.
250 B: 1. Bill Dart (C-A); 2. Peter Dubaldi (Hus); 3. Jim Cushing (Hus).
250 C: 1. Peter Mayer (KTM); 2. Robert Mibavich (Yam); 3. Leonard Green (Hon).
175 A: 1. Mike Todd (Yam); 2. David Lee (Yam); 3. Troy Kelso (Suz).
175 B: 1. Mark Lucas (Yam); 2. Gary Frank (Suz); 3. Jim Ray (Yam).
175 C: 1. Terry Heath (Suz); 2. Jim Fleming (KTM); 3. Kurt Bringolf (Yam).
125 B: 1. David Pedersi (Kaw).
OLD TIMERS A: 1. Corley Anderson (Suz); 2. Bob Keys (Yam).
OLD TIMERS C: 1. David Wright (Yam); 2. Ken McGregory (Yam).
POWDER PUFF: 1. Janet Munson (Yam).

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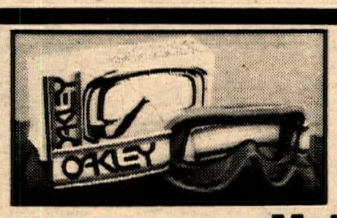

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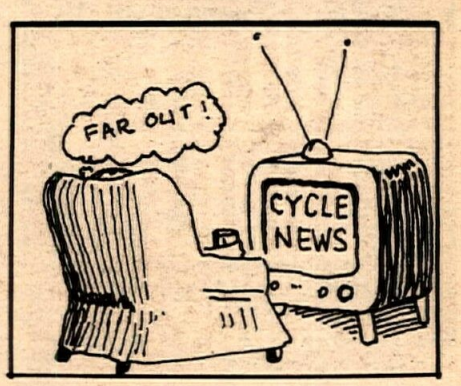

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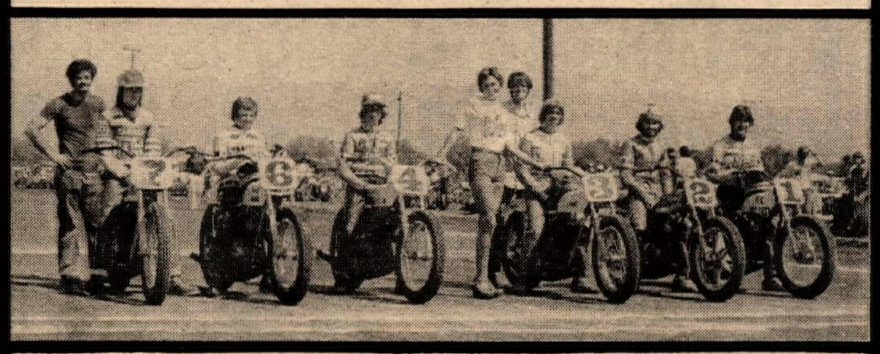

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Central Pipeline

Bob Moore (2) holeshots the Open Expert class at SRAC GP.

Arlo Englund leads "Boo" Stichter downhill at Pueblo.

Englund takes SRAC Grand Prix honors

By Dennis Larratt

PUEBLO, CO, OCT. 15

A brand new Pueblo Motosports Park track made for a weekend of top notch racing; the Mini and Novice riders tried it out on Saturday, while the Amateurs and Experts put it to the test on Sunday.

Suzuki mounted Fred Alarid displayed his talents by taking the overall win in the 125cc Novice class, despite the efforts of a hard-charging Ed Despain who ran away with the second moto honors to finish second overall.

Sunday's racing was highlighted by about 75 Experts going for $1250 and double points toward their earned numbers. The 250cc Experts were first on the agenda and got the day off to a bang as Colorado's two fastest riders, Arlo Englund and "Boo" Stichter, quickly moved to the front of the pack and began pulling away. The second moto looked just like the first — Englund won, followed by Stichter, Keith Adams and Mike Knupp.

The first Open Expert moto saw Chuck Boyd and Randy Fite go down hard in a fifth gear crash right after the start. Luckily both riders were okay and they soon took off to rejoin the fray. Meanwhile, Stichter moved into the lead after a couple of laps, on his way to an easy win, as Englund battled his way to second without a front brake. The second moto turned into a showdown between the two and they stayed super close until Stichter's KTM seized up. Bill Ferneyhough rode an undaunted race to finish second overall behind Englund.

Results

MINI NOV: 1. Darrin Elliot (Suz); 2. Blue Pate (Yam); 3. Liza Alarid (Suz).

MINI B: 1. Blair Book (Yam); 2. Leslie Turner (Yam); 3. Jim Leman (Suz).

MINI EX: 1. Gary Gomez (Suz); 2. Chip Shiplet (Yam); 3. Dave Newall (Yam).

125cc NOV: 1. Fred Alarid (Suz); 2. Ed Despain (Suz); 3. Eddie Sandoval (Suz).

250cc NOV: 1. Jon Ray (Hon); 2. Rusty Proctor (Hon); 3. Ron Bauer (Suz).

OPEN NOV: 1. Terry McMillan (Yam); 2. Anthony Willcox (Yam).

VETERANS: 1. Bill Williams (Mon); 2. Harley Thomas (Suz); 3. William Nolan, Sr. (Yam).

125cc B: 1. Tom McKee (Suz); 2. Ted Loeffler (Suz); 3. John Leman (Suz).

250cc B: 1. Gary Mattson (Yam); 2. Dennie Burne; 3. Todd Wardell (Yam).

OPEN B: 1. Dennis Gittens (Yam); 2. Frank Howell (Suz); 3. Todd Reynolds (Hus).

125cc EX: 1. Albert Firestine (Yam); 2. Jay Rice (Suz); 3. Allen Smith (Suz).

250cc EX: 1. Arlo Englund (Yam); 2. Boo Stichter (KTM); 3. Keith Adams (Hon).

OPEN EX: 1. Arlo Englund (Yam); 2. Bill Ferneyhough (Yam); 3. Bob Moore (Yam).

Norton Dirt Digger season wrap-up

By Larry Vern Chvatal

NORTON, KS, OCT. 21

Norton's final race for '78 ended on a happy note for 250cc Junior Kevin Waggoner after he held off a strong challenge from Husqvarna mounted Gary Yager to win both of his motos. Yager was leading the first moto when Waggoner stole it away after three laps but moto two was Waggoner's all the way, with a convincing wire to wire win. Doug Heller had Larry Weaver hounding his rear fender all day, but held on for the third place slot.

A much improved Dennis (Kraco) Kracht grabbed the number one spot as a strong 125cc Junior field left the start line, but he had plenty of close company in the way of Allen Muirhead and Jon Ungerer who were holding positions two and three. On lap two, Muirhead made his move, and bounced by on the whoops to capture the lead; Ungerer moved into second on the next lap. Danny Heller came on strong in the last part of the heat, moving by a fading Kraco for

Barry Holem roosts on the 250 Experts at Wichita.

third place at the finish. No one was about to hold off Ungerer in moto two as he nailed the lead and rode off into the sunset for the overall victory. Kraco, with yet another good start, held onto second until Muirhead and Heller charged by him at the midway point.

David Brach was the early leader in the Open Expert class, but his lead suddenly went away when he dismounted over the handlebars. Glen Weinman took the top spot and held it to the finish, with Brach the runner-up. Moto two belonged to Brach as he passed Weinman in corner three, kept the gas on all the way to the checkered, relegating Weinman to second overall.

Larry Chvatal broke away from the Open Junior field at the start but his lead was to be a short lived affair. Allen Muirhead was the man of the day, coming from fourth place to take the lead before the first lap was complete. Muirhead won easily with Chvatal, Jones, and Domsch finishing out the order. Jerry Jones nabbed the holeshot in moto two, followed by Chvatal, Domsch, and Muirhead. In the first lap Jones overcooked a corner, Chvatal moved to the front, then came Muirhead, moving all the way from fourth to pass for the lead in the exact same spot as in the first moto. Once again this action took place on lap one. The standings never changed for the remainder of the heat.

Results

MINI: 1. Jim Herman (Yam); 2. Wayne Lanning (Suz); 3. Craig Posson (Yam).
100cc: 1. Jim Herman (Yam).
125cc JR: 1. Jon Ungerer (Suz); 2. Allan Muirhead (Suz); 3. Danny Heller (Yam); 4. Dennis Kracht (Suz).
250cc JR: 1. Kevin Waggoner (Yam); 2. Gary Yager (Hus); 3. Doug Heller (Yam); 4. Larry Weaver (Yam).
OPEN JR: 1. Allan Muirhead (Suz); 2. Larry Chvatal (Suz); 3. Jerry Jones (Yam); 4. Mike Domsch (Suz).
125cc EX: 1. Mark Newlins (Yam).
250cc EX: 1. David Brach (Hon); 2. Jesse Wessels (Mai); 3. Dave Emerick (Yam).
OPEN EX: 1. David Brach (Yam); 2. Glenn Weinman (Yam).

Russell/Russell and Layton clean up at Wichita MX

By Dick Ainsworth

WICHITA, KS, OCT. 14

This was the last motocross of the year for the Wichita Jeeps M.C. but they will still have monthly hare scrambles until spring. The track is shaping up more and more under the direction of Kenny Powers. This event he added a new jump in the north end and completed the overhead bridge clover-leaf. His next project is to pipe in more electricity for better lighting. More bleachers have been added in just the right places to give the fans a better and more comfortable look at the action.

Jeff Russell jumped into the lead of the first 125cc Expert moto ahead of Roger Deckard, Jay Horn and this year's number one KMSA 125cc Junior rider Wes Kluckner, who was making his Expert debut, but at the half-lap mark Russell crashed and Deckard took over. By the fourth lap the same four riders were engaged in a hellish battle for the lead which continued until Russell moved out front on the jump after the white flag. Kluckner passed Horn for third at the same place.

Kluckner and Russell hit the first turn in the last moto side by side but it was the rookie Kluckner wrestling the lead away. He opened it up as Russell began to close and held him off to win the moto in his first Expert race.

Jim Ismert took the lead in the first 125cc Junior moto after Brad Nuckells got the holeshot. Brent Nearhood held second until Nuckells took it back and then closed on Ismert. The two battled for the lead until Nuckells finally got it and won. Nuckells led the last moto followed by Randy Allen while John Mead and Allen Muirhead put on quite a battle for third. On the fifth lap Muirhead crashed hard on the upramp to the clover-leaf. His leg appeared to be injured but he got up because he had to make every effort to ride the Open final as he tries to clinch the number two KMSA plate.

Brad Wiebe and Lonny Johnson crashed in the second turn coming off the line and Alan Russell took the lead and 250cc Junior win. Although Wiebe had won the first moto, Russell's overall came from his win in the last moto.

Brian Layton won the first 250cc Expert moto over Louis Kebert, Jay Horn and Barry Holem but in the last moto Holem took the lead followed by Layton. The two riders opened up a big gap as they battled for the lead and on the last lap Layton finally got by Holem for the win. ●

Results

125cc JR: 1. Brad Nuckells (Yam); 2. Jim Ismert (Yam); 3. John Mead (Suz); 4. Randy Allen (Suz); 5. Brent Nearhood (Yam).
125cc EX: 1. Jeff Russell (Suz); 2. Wes Kluckner (Yam); 3. Roger Deckard (Yam).
250cc JR: 1. Alan Russell (Yam); 2. Brad Wiebe (Yam); 3. Mike Frazier (Yam); 4. Lonny Johnson (Yam).
250cc EX: 1. Brian Layton (Suz); 2. Barry Holem (Yam); 3. Jay Horn (Yam); 4. Louis Kebert (Hon); 5. Jim Montgomery (Yam).
OPEN: 1. Alan Muirhead (Suz).

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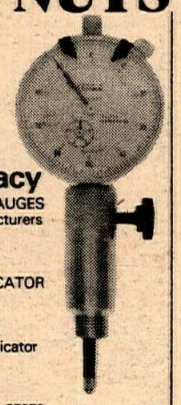

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RESULTS

ZAP/CMC Amateur Series MX Crown Nine Motosport Park Pescadero, CA Oct. 8, 1978

125cc NOV DIV 1	
Mike Reimers	Suz
Vince Regan	Yam
Bob Leipelt	Suz
125cc NOV DIV 2	
Tim Clark	Suz
Bill Lawrence	Yam
Kevin Iacovani	Yam
250cc NOV DIV 1	
Tony Torres	Hon
Al Burke	Hon
Tim Cronin	Hon
250cc NOV DIV 2	
Randy Leppo	Hon
Scott Olney	Yam
Ken Nystrom	Hus
OPEN NOV	
Mark Hamblin	C-A
Mike Lambert	Yam
John Allum	Yam
125cc INT	
Mike Sprenger	Suz
Kenny Henze	Suz
Bob Pachal	Suz
250cc INT	
Donny Garber	Yam
Donny Anderson	Hon
Tav Weinrick	—
OPEN INT	
Danny Soldano	Yam
Chick Cochran	Hus
Roland Chaloux	Yam
100cc NOV	
Taryl Weinrick	Suz
Cory Perreault	Suz
J.D. Harris	Suz
VETS NOV	
John Ricci	Hus
Joe Russo	Yam
VETS INT	
Doobie	Suz
Sam Ramey	KTM
VETS EX	
Rich Schilling	Mai
OT'S NOV	
Rod Brasel	Hus
Max Goode	Yam
Dale Alwyn	Mai
OT'S INT	
Jerry Auvinen	Suz
Joe Headley	Hon
OT'S EX	
Gary Arnold	Yam

Short Track Monterey, Calif. October 28, 1978 By Shar Taber

60 NOV	
Dean Vincelet	Yam
Anthony Mitchell	Yam
Charlie Arthur	Yam
60 JR./EXP.	
Kurt Chandler	Ital
Jason Morrison	Yam
Eric Mayfield	Yam
80 NOV	
Phil Priddy	Yam
Dean Vincelet	Yam
Dan McDonnell	Suz
80/100 JR	
Terry Rankin	Yam
Jeff Kline	Yam
Tom Carriger	Yam
80 EXPERT	
Aaron Hill	Suz
Kurt Chandler	Yam
Paul Sanchez	Yam
100 EXPERT	
Jack Barton	Yam
Jim Pettit	Yam
125 NOVICE	
Cal Clanellen	Yam
David Campbell	Suz
Chad Felicio	Kaw
125 JUNIOR	
Joel Green	Yam
Peter Murray	Yam
250 NOVICE	
Mark Butter	Yam
Gary Vincelet	Yam
Vance Felecio	Bul
250 JUNIOR	
Joel Green	Yam
Bob McDonnell	Bul
Richard Matuszek	Yam
250 EXPERT	
Rod Spencer	OSSA
Bruce Johnson	Yam
Fred Bennett	Yam
360 NOVICE	
Ralph Nonella	Yam
Del Callsen	Hon
360 EXPERT	
Matt Crowley	Bul
Jim Felice	bul
Robert Miller	Bul
500 NOVICE	
Buddy Latham	Yam
Jeff Weimer	Suz
Jon Teraji	BSA
500 JUNIOR	
Jack Kline	Yam
Gerald Spencer	Yam
Russell Sosa	Yam
500 EXPERT	
Keith Day	Yam
Kirk King	Yam
Clay Chambers	Yam
HIGH POINT	
MINI-BIKES	
PEE WEE	
Brent Powell	
NOVICE	
Craig Johnson	
JUNIOR	
Kelly Vorse	
EXPERT	
Doug Chandler	
BIG BIKES	
NOVICE	
Roger Hazon	
JUNIOR	
Bob Silva	
EXPERT	
Rod Spencer	

SRAC Motocross Berthoud, CO Nov. 5, 1978

125cc PRO	
Dean Villaverde	Yam
Bill Nolan	Yam
Kevin Pelon	Yam
250cc PRO	
Mark Brozina	Hon
Perry Schild	Hon
J.C. Waterhosue	Hon
500cc PRO	
Wayne York	Yam
—	—
Bill Vickery	Yam
VET	
Rob Ewing	Yam
Harley Thomas	Suz
Charles Duncan	Yam
125cc AM	
John Moline	Suz
Darrell Pfluger	Suz
Brian Batterson	Suz
250cc AM	
Craig Kennedy	Bul
Gary Schissler	Yam
Dennie Burne	Yam
500cc AM	
Don Blecha	Yam
Terry Freydendall	Yam
Carl Christon	Yam
125cc NOV	
Mark Gilseth	Yam
Lee Ward	Yam
Tom Gallegos	Yam
250cc NOV	
Pat Leahy	Hon
Larry Erfman	Hon
Gary Loudermilk	Yam
500cc NOV	
Mark Thomas	Suz
Chris Guokas	Yam
Billy Bates	Suz
80cc EX	
Scott Kilgore	Suz
Dave Newell	Yam
John Beazley	Yam
80cc AM	
Scott Thomas	Yam
Josh Wheeler	Suz
Blair Book	Yam
80cc NOV	
Richard Nash	Yam
Pat Seery	Suz
Bobby Shartz	Yam

CMC Motocross Seattle Int'l Rcwy. Kent, WA Oct. 29, 1978 By Sue Sykes

PEE WEE JR	
Tavius Thompson	Hon
Mike Wiggins	Ita
Joel Mourer	Suz
PEE WEE EX	
Jeff Munson	Suz
Larry Ward	Ita
Brad Jeffery	—
MINI JR	
Jeff Chapman	Yam
Lonnie Alexander	Suz
Pete Treadwell	Suz
MINI INT	
C. Trent Mourer	Suz
Dale Peterson	Suz
Marty Sykes	Suz
MINI EX	
Chad Jeffery	Yam
Don Gores	Suz
Keith Fox	—
100 INT	
Roger Kenny	Suz
David Holloway	Yam
Franko Morales	Yam
100 JR	
Dale Peterson	Suz
Kurt Erickson	Suz
Jim Lally	Yam
125 PRO	
Jim Anderson	Suz
Phil Ruckman	Suz
Bob Buffaloe	Suz
125 EX	
Cory Klaudt	Kaw
Tim Davis	Suz
Kevin Logsdon	Suz
125 INT	
Todd Dougherty	Suz
Dan Little	Kaw
Marty Plumb	Suz
125 JR	
Kevin Durham	Kaw
Richard Bankuti	Suz
Scott Costa	Suz
250 PRO	
Bill Joyce	Suz
Lee Voss	Yam
Phil Larson	Suz
250 EX	
Robb Manning	Suz
Ed Gellenbeck	Yam
250 INT	
Kevin Wester	Yam
Art Thompson	Hon
Ron Simmons	—
250 JR	
Kevin Rinkel	Suz
Dean Lymburner	Suz
Ted Abernethy	Suz
OPEN PRO	
Eric Eaton	Mai
Robby Clark	Yam
Bruce Hill	Hus
OPEN EX	
Mike Felt	Yam
Steve Dahlstrom	Suz
Mark Stevens	Suz
OPEN INT	
Kevin Parker	Mai
Dennis Herberg	Mai
John Thompson	Yam
OPEN JR	
Howard Anderson	Yam
Jim Irwin	Yam
Kirk Anderson	Suz
OVER THE HILL	
Bob Harrison	Mai
Don Schouweiler	Yam
Dave Davis	Hon
OLD TIMERS	
Jim Herberg	Yam
Val Van Leuven	Suz
Dennis Gibbens	C-A

Motocross CMC Friday Night Sacramento Rcwy. Sacramento, CA Oct. 20, 1978 By Sallee Hilton

MINI JR	
Frank Giuffra	Yam
Ernie Cervantes	Suz
John O'Neal	Yam
MINI INT	
Brian Ford	Yam
Bob Beintker	—
Greg Michalec	Suz
MINI EX	
John Roitinger	Yam
VETS JR	
Dave Chapman	Yam
Larry Hartnett	Hus
Jim Thomas	Mai
VETS INT	
Joel Roitinger	Mai
OLD TIMER JR	
Eugene Benner	Yam
Gordon Miller	Tri
100 JR	
Danny Tarp	—
Danny Crecelius	Yam
Kelly Langseth	Suz
125 JR DIV I	
Chris Ladd	—
Tim Dykes	—
Mark Pleinis	—
125 JR DIV II	
Crl Stauffer	—
Bob Padgette	—
Tom DuPont	—
125 INT	
Robert Presley	—
250 JR	
Kip Austin	Suz
Scott Haymart	Yam
David Trend	Mai
250 INT	
Casey Brooks	Hon
Greg Knight	Suz
Allen Clover	Suz
OPEN JR	
Bobby McGinnis	Suz
Robert Davis	Yam
Bill Virga	Yam
125 PRO	
Scott Rebuck	Suz
Freddy Bercier	Suz
250 PRO	
Bob May	—
Al Griego	Hon
Mark Greene	Hon
OPEN PRO	
Dave Wood	Yam
Bill Swartz	Mai

Motocross CMC Friday Night Sacramento Rcwy. Sacramento, CA Oct. 27, 1978 By Sallee Hilton

MINI JR	
John O'Neal	Yam
Eric Cavalliere	Yam
Chris Hudspeth	Suz
MINI JR	
Joe Kelly	Yam
Edward Gold	Suz
Kevin Snider	Yam
MINI INT	
Bob Beintker	Yam
Ken Roper	—
Brian Ford	—
MINI EX	
John Roitinger	Yam
VET JR	
Dave Chapman	—
J. Thomas	Mai
Bruce Hanson	Yam
VET INT	
Joel Roitinger	Mai
Mike McKee	Yam
Jack Coulombe	Suz
VET EX	
Les Lollar	Mai
OLD TIMER JR	
Eugene Benner	Yam
Gordon Miller	Tri
Nick Norton	Yam
OLD TIMER INT	
Billy Hilton	Hus
DAD'S	
Bob Padgette	—
Tom Woods	—
Bob Dillon	—
100 JR	
Dan Tarp	Suz
Joe Knight	—
John Roitinger	Yam
125 JR	
Bill Fultz	Suz
STeve Raymes	Yam
Marty Cunningham	Suz
125 JR	
Chris Ladd	Suz
Shawn Walkingstick	—
Merrill McCostin	—
125 INT	
Robert Presley	—
250 JR	
Kirt Austin	Suz
Daniel Lodermeir	Yam
Scott Haymart	Yam
250 JR	
Neil DeSmet	Kaw
Joe Knight	C-A
Ross Warren	—
250 INT	
Gary Pierson	Mai
Greg Knight	CC
Allen Clover	Suz
OPEN JR	
Robert Davis	—
Don Thomas	Yam
Billy Hilton	Hus
OPEN INT	
Jeff Steele	Yam
Fred Wheeler	—
125 PRO	
Dana Waxham	Suz
Gayland Norton	Suz
Brian Coulson	Suz
250 PRO	
Brian Jodry	SWM
Mike Haas	Hon
David Wetherbee	Hon
OPEN PRO	
Dave Wood	Yam
Cal Kalicki	Mai
ODYSSEY	
Tim Sorensen	—
Rory Ivers	—
Tim Shannon	—

AME Motocross Bishop, Calif. By Laura Richard Oct. 29, 1978

JR CYCLE	
Marty Rickard	Suz
MINI JR	
Denny Early	Yam
Barry Belt	Suz
MINI INT	
Gary Szilagy	Suz
MINI EXPERT	
Pat McConnell	Yam
Jeff Blax	Yam
100 JR	
Ron McCoy	Yam
Geoff Cobbett	Suz
Ron McCoy	Yam
100 INT	
Don Cordle	Yam
Bobby Wright	Yam
100 EXP	
Randy Harden	Yam
125 BEG	
Bill Endon	Suz
125 JR	
Jim Small	Suz
Jeff Black	Suz
Jed Everson	Yam
125 INT	
Mark Moscrop	Yam
Randy Harden	Suz
Alan Anderson	Suz
125 PRO	
John O'Mara	Suz
Mike Tripes	Suz
Tim Lecey	Yam
250 BEG	
Rick Rager	Hon
Scott Leverett	Yam
250 JR	
Paul Scallin	Yam
Wally Rouse	Yam
Larry Harris	bul
250 INT	
Eddie Telles	Yam
Bernard Unhassobiseay	Hon
Jeff wright	Hon
250 PRO	
Tim Locey	Yam
Bill Ouellette	Yam
Ken Zahrt	Can-Am
OPEN JR	
Rick Spruell	Yam
Michael Waste	Yam
Allen Bray	Mai
OPEN INT	
Ken Willis	Yam
Steve Rotondo	Mai
Barry Meyers	Yam
OPEN PRO	
Ken Zahrt	Yam
Will Harper	Mai
Dave Haugh	Mai

American Motocross Point Standings October 18, 1978 By Laura Richard

OPEN PROS	
1. Andy Jannings	6050
2. bill Hagen	5107
3. Steve Richard	2575
4. Dean Taylor	2090
5. Greg Robertson	1860
6. Mark White	1780
Steve Rawson	1700
8. Mike Rochester	1577
9. Dave Haugh	1410
10. Eddie Cole	1250
250 PROS	
1. Andy Jannings	3415
2. Greg Robertson	2060
3. Eddie Cole	1585
4. Kirk Sturgeon	1362
5. Mike Shoemaker	1260
6. Craig Cole	1140
7. Dave Haugh	1100
8. Tracy Oswell	1090
9. Donnie Hansen	1080
j10. Pete Snorteland	1015
125 PROS	
1. John O'Mara	4720
2. Edwin Arnet	2820
3. Jerry Shore	2125
4. Jim Holley	1830
5. Chip Johnson	1390
6. David Lynch	1304
7. Tim Locey	1250
8. Jim Crowder	1190
9. Bobby Jones	1040
10. Mark Abler	960
100 PROS	
1. Jim Simons	2190
2. Jim Holley	1430
3. John Whelchel	1380
4. Willy Wright	620
5. Steve Schmitz	520
6. Tim Hines	400
7. Chris Heisser	300
8. Jim Crowder	270
9. Adam Renteria	180
10. Randy Bojorquez	150
OPEN INT	
1. Jerry Beaman	2570
2. Rick Denney	2380
3. Dennis Murry	2085
4. Joe Brown	1700
5. Jeff Nickler	1667
6. Joe Blanchard	1490
7. Bruce Brotcke	1030
8. Mike Niccum	880
9. Alan Root	860
10. Randy Lewis	860
250 INT	
1. Mike Vanacker	2000
2. Mark Parkerson	1855
3. Don Bizzy	1640
4. Brian Chereshkoff	1543
5. Jerry Irelan	1466
6. Darren Oliver	1135
7. Mark Bledsoe	1130
8. Scott Curtis	1020
9. Ty Cline	940
10. Kevin Kratz	910
125 INT	
1. Greg Martinez	2225
2. Dana Berg	2010
3. Chris Bercaw	1972
4. Brad Williams	1840
5. Bobby Ryan	1670
David Baker	1492
7. Todd Bausch	1277
8. Rod Richardson	1270
9. Perry Cendro	1256
10. Nick Athans	1250
100 INT	
1. Richard Ising	3790
2. Todd Broussard	1870
3. Gary Reichenbach	1760
4. Darel Francis	1680
5. Randy Morales	1360
6. Tommy Bence	1210
7. Allan Hopper	1110
8. Allen Sekeres	850
9. Randy Harden	760
10. Roy Gomez	690
OPEN JR	
1. Andy Richard	1815
2. Roger Sinker	1770
3. David Sprint	1240
4. Gary Kawakami	1140
5. Bob Dunham	1030
6. Jim Douglas	950
7. Ron Wade	930
8. Rich Lidyard	870
9. Robert Hixson	860
10. Mike Robinson	830
250 JR	
1. Robert Challman	1285
2. Art Gersjes	1207
3. Chris Schiller	1140
4. David Hopper	1135
5. Bryan Ames	1095
6. Craig Fisher	1095
7. Tom Brooks	1060
8. Jeff Lindley	1018
9. Blake Schwartzman	1005
10. John Jacobson	950
125 JR	
1. Glenn Norkus	1890
2. Perry Cendro	1705
3. Dave Wefler	1515
4. Randy Pretzer	1450
5. Mark Zehosky	1400
6. Randy Owen	1361
7. Steve Hess	1337
8. Eric Flynn	1306
9. Mike Furlong	1275
10. Randy Jones	1275
100 JR	
1. Bobby Wright	2485
2. Ron Norwoods	2355
3. Jeff Hendriksz	2290
4. Richard Ising	2030
5. Nick Larson	1885
6. Ralph Delorto	1657
7. Gary Reichenbach	1360
8. Bud Foster	1240
9. Donald Mccraner	1000
10. Jim Coffey	870

Gresham Toyota Pro Series MX Woodland, WA Oct. 28, 1978 By E. McCormick/ Action Oz

PEE WEE	
Darren Rogers	Suz
Brad Jefferys	Ita
Clark Moore	Suz
MINI JR	
Mike Taylor	Yam
Chip Stark	Yam
Larry Ward	Yam
MINI INT	
Rod Presley	Suz
Steve Bye	Yam
Danny B	Suz
MINI EX	
Jack McGill	Yam
Chad Jefferys	Yam
100 JR	
Kenny Miller	Yam
Tom Parent	Yam
Larry Sahlie	Suz
100 INT	
Victor Parrish	Yam
Jeff Bechtold	Yam
Gary Harkleroad	Yam
125 JR A	
Jeff Hannsmann	Yam
Dave Hettings	Yam
Jim Harris	Yam
125 JR B	
Jeff Watson	Suz
Gary Roestil	Hus
Todd Cannon	Suz
125 INT	
Scott Orem	Suz
Clarence Gardner	Yam
Bruce Irwin	Suz
250 JR A	
Greg White	Yam
Vince Vann	Hon
Ed Bryant	Yam
250 JR B	
Mike Sahlie	Suz
John Calgano	Hon
Garry Roestal	Hus
250 INT	
Keith Giggers	Hon
Lonnie Meusch	Suz
Wayne Christensen	Hon
OPEN JR	
Bill Whipple	Yam
Bill Naylor	Yam
Mark Peterson	Yam
OPEN INT	
Ray Shanafelt	Mai
Lance Orem	Mai
Jim Greear	Yam
30-40 JR	
Howard Howe	Suz
Denny Foster	Rok
Tom Dow	Yam
30-40 SR	
Ray Shanafelt	Mai
Glen Brnett	Hon
Dave Skokan	Mai
O.T.	
Bill Naylor	Yam
Bill McMonagle	Yam
John Semmler	Yam
125 PRO	
Clay Azar	Yam
Cris Selnes	Suz
Ted Bechtold	Yam
250 PRO	
Darryl Baker	Hon
Perry Scott	Hon
Bob Klemp	Hon
OPEN PRO	
Tom Poage	Yam
Fred Keene	Yam
Jon Clement	Yam

TROPHY PICKUP

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THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

Adelanto, CA, on Dec. 2-3. Spectators can get in with $1 and a toy, or will have to pop for the full $3 admission. It's all good fun for a worthwhile cause — the Marines' Toys for Tots program — and for more information, check the Calendar section.

Arizona Motocross Association's Sharon Marophy phoned Papa the other day to spread the word about Phoenix's new motocross track, Canyon Raceway. Their opening event, the 1st Annual Bosch AMXA Classic, takes place on Nov. 19, and you can get even more info by dialing Sharon at 602/993-5228 or 602/997-7118.

U.S. National Speedway Champion Mike Bast will be teaching a two-day speedway school at the Ken Maely ranch near Corona, CA, on Dec. 2-3. If you're interested, contact the Maelys at 714/735-0540.

Ice racing anyone? Dan Schmitt told Papa that his Team Chicago five-man squad is looking for challengers. They compete at Mineola Bay, Fox Lake, IL, and they'll match your machines — 250 or 500cc class — no matter what you like to run. Curious? Call Dan at 312/725-5863.

In the Nov. 20 issue of *Family Circle*, there is an article featuring Thanksgiving recipes from Vice-President Walter Mondale. Pictured with Mondale in the article is his son Ted, wearing a motorcycle-oriented T-shirt (Progressive Products).

A few staffers talked with AMA Commissioner of Pro Racing Mike DiPrete—with the tape recorder on. Next week *you'll* hear his comments.

Dick Brandt's Concord Yamaha will host a display at the San Francisco Import Car Show, marking the first time that motorcycles have been shown in among all the Ferraris and Rolls Royces at the annual event. And...one of the speakers during the show will be none other than 500cc Road Race World Champion, King Kenny Roberts. That's Nov. 18-26.

There's less than 100 days left 'til the Feb. 2-3 Winston Pro Houston Nationals, and people in northern California who'd like to join the annual Houston tour at a cost of about $325 can talk with Bill Spencer at 415/969-1682.

The 350cc class, a mainstay of road race Grand Prix for over 50 years, is doomed. The FIM decided at their congress in Poznan, Poland to drop the class from the World Championships in 1980. Also to be dropped from World Championship status is the 750cc Series. Like the 350cc class, the 750cc series will run in 1979, but not the following year.

Endurance road racing will be elevated to World Championship status in 1980. Rules under which it is to be run will be changed to those governing Formula TT - but without the present differences which give four-strokes a capacity advantage over two-strokes. Instead there will be three classes open to all types of engines, but the units must be basically those from available street machines. The classes will be: 1,000, 600, and 400cc. As with the present formula, competitors will have virtually a free choice with frames and parts. The FIM also proposes that organizers be allowed to permit prototype machines to be run in a separate class. The move opened up talk that the Superbike Production race at Daytona in 1980 could be for World Championship points.

In a rule change that will have ISDT veterans singing, "Things ain't what they used to be," the FIM has decided to ease the rules governing the ISDT. In a move which they say is an attempt to stop some of the cheating and to help the privateer, the FIM will now limit the parts which may not be changed during the event to the frame, crankcase, wheels and number plates. All other parts may be changed within the normal working periods, and special tools may be provided by the back-up crew - they do not have to be carried by the rider as in the past.

In a surprise move, the FIM voted by 26 to 11 to lower the age at which an international license can be granted from 18 to 16. This covers all types of motorcycle sport including road racing. During the discussion, the FIM medical committee strongly opposed the move, but they were over-ruled when the motion was put to vote.

Dr. Claudio Costa, chief medical officer at Imola and son of race organizer Francesco Costa, strongly attacked the Isle of Man TT during a meeting of the FIM medical committee in Poland, He said that riders who went to the TT were like circus artists who performed without a safety net. But his views were not endorsed by the Congress and there was no concerted effort to oust the TT from the list of international events.

Former sidecar World Champion Willi Noll of Germany was voted on to the FIM Road Race Committee in place of American Bob Hansen.

In other business, the Congress adopted rules to ban the controversial Beo sidecar unit which was featured in our Grand Prix Sketchpad feature in issue 43.

The list goes on and on and on. For a warm-up Yamaha's Bob Hannah rapped off 22 consecutive moto wins in a row in championship competition. Then he devastated the 250cc MX National Championships, leaving the series in a shambles and making it a contest for second. Next he clinched the Supercross Series title, and now he's added the jewels from the Trans-AMA Series to his crown. What next? Perhaps he'll walk across the Pacific to Japan to talk about next year's contract.

Notable motorcyclists celebrating birthdays in November include Marty Smith (22, Nov. 26), Chuck Palmgren (34, Nov. 9), Jim Pomeroy (26, Nov. 16), David Aldana (29, Nov. 26), Mike Hartwig (25, Nov. 22) and Rick Hocking (26, Nov. 25). ●

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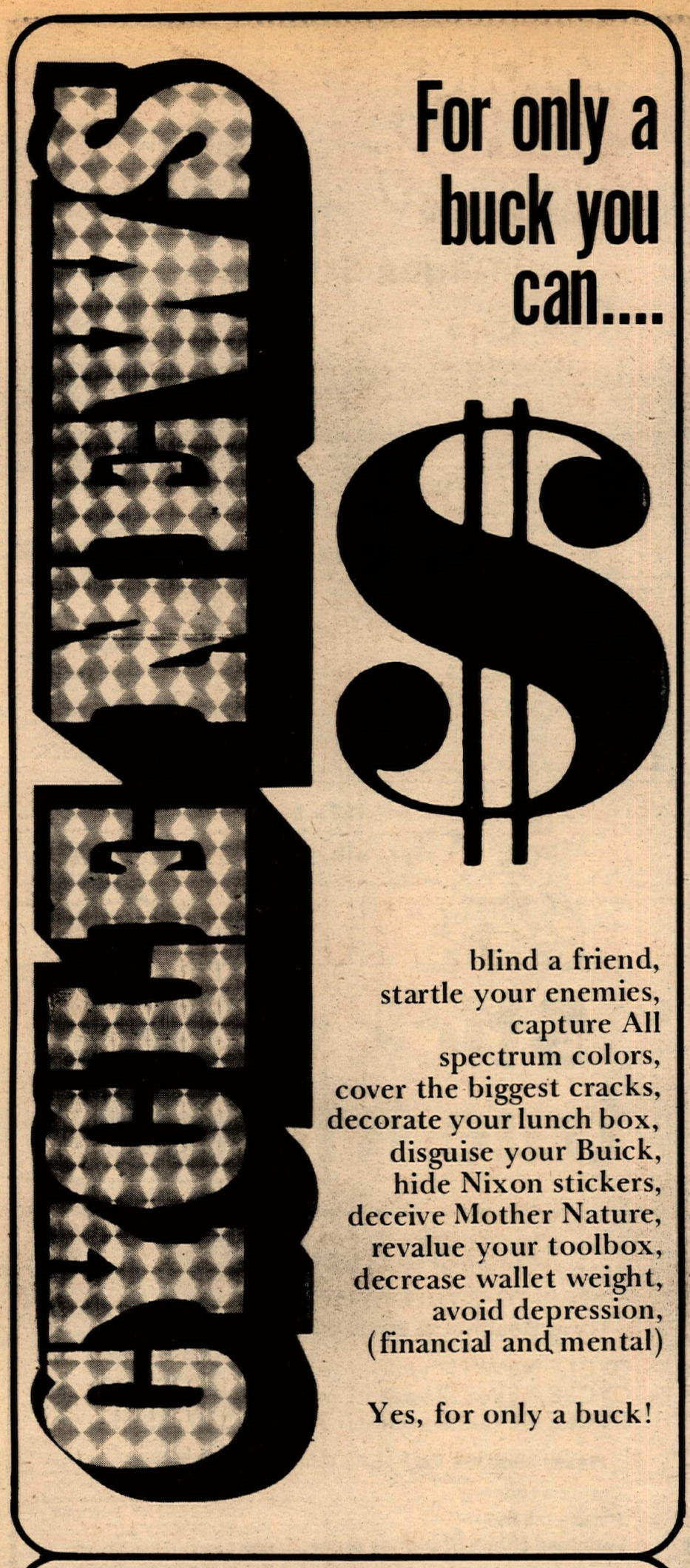

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CALENDAR

REGULARLY SCHEDULED EVENTS

Wednesday

TT PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. Every Wednesday night. For info: 714/674-2077, 676-4718.

Thursday

CALIFORNIA

R.A.C.E. FLAT TRACK/ODYSSEY
Corona Rcwy, Corona, CA. H-91 & Buchanon. Races alternate each week between Flat Track/TT and ATC/Odysses. Flat Track-All classes. 30% trophies, money races. Entry $4, $5 money. ATC-All classes. 30% trophies. Entry $7. Gate $3. Race 7:30 p.m. 714/689-1913, 735-1705.

OREGON

CMC NIGHT MOTOCROSS
Delta Park, Portland, OR. I-5 North of Portland at Delta Park exit. All classes. 100% P.b, 30% trophies. Entry $7.50, $13.50 Pr. 503/285-6635.

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Orange County International Rcwy, Irvine, CA. All classes. Pro payback, 25% trophies. Entry $8 all, no gate fee. Gates open 5 pm, prac 6, race 7:30. All new track, new lighting, new concessions and restrooms. 714/557-3323, 552, 5511.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac. 7 pm, race 8. Memb. reqd, med cov. No pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% trophies. Entry $6. Memb. reqd. med cov. No pit riding. 213/881-5778.

AMA SEMI-PRO NIGHT MX
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. p.b., 30% trophies. Gates open 4 pm, prac 6:15, race 7. All new track, water jump. 415/634-3328, 634-1667.

CMC NIGHT MOTOCROSS
Sacramento Rcwy Park, Sacto, CA. H-50 to Bradshaw Rd, South. All classes + Vets, O.T. 100% p.b. Entry $8. Gates open 5 pm, prac. 6, race 7:30. 916/363-2653.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac 6 pm, race 7. 206/631-1550.

AMA INDOOR SHORT TRACK
Evergreen Fairgrounds, Monroe, WA, N.E. of Seattle. Mini thru 360 A & B classes. Trophies. Entry $5. Shoreline Lions Club, Bob Henry, 1105-180 St. S.W., Lynwood, WA 98036. 206/745-8030.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Amateur trophies thru 8 places, Expert p.b. depending on entries. Prac. starts 7 p.m., race 8. Entry $7 Am, $12 Ex. Swimming pool, showers, game room. 713/458-0090.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcwy., on Hwy. 74 off Ellis Ave., ¼-mi. west side, Perris, CA. Gates open 4 pm, race 6:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

OKLAHOMA

ASL SPEEDWAY
Limestone Run Spdwy, Oklahoma City, OK. ¼ mi. S. and ½ mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse 30% of gate. Entry $5. Start 8 pm. Must register 2 weeks in advance. 405/681-7102.

Sunday

CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Non-membs add $2. Pros ride 2 long motos, Sptsmn 3 motos. Membership not required, park open Sat & Sun for prac. Gates open 7 am. Free camping, prac. 8:30, race 9:30 am. 714/635-5840, 653-7979, 714/653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy, Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

November 17

CALIFORNIA

AMA D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Expert 80% p.b., 30% trophies. Entry $8 Experts + $2, $8 others. Gates open 4 p.m., prac 6:30, race 7:15. Trophy Dash and Odyssey races. 415/634-3328, 634-1667.

Nov. 17-18-19

CALIFORNIA

MOTORCYCLE SHOW
19th Annual Long Beach Show, Long Beach Arena Complex, Long Beach, CA. For information: Exhibit — 213/587-5100. General — 213/588-1934.

November 18

CALIFORNIA

SRA GAMBLERS PARADISE ENDURO
Start & finish at Jean Dry Lake, NV. 75 miles total. All classes welcome. -16c/girls go one loop. 20% trophies, finisher pins. Entry, one loop $13 mail, two loops $15 mail, post $18. 2 SASE to SRA, P.O. Box 1048, Cypress, CA 90630. Start 9 a.m. Saturday. 714/828-1358.

FREE ATA TRIALS SCHOOL
Reche Canyon area, 91 Fwy. past Riverside, CA to Washington St. off-ramp. East to Reche Canyon Rd & right for about 6½ mi. Taught by top ATA Experts. Starts about 10 a.m. Free camping for ATA pt. event next day. For info: 213/790-0813.

OREGON

SHORT TRACK
Yamhill County Fairgrounds, north end of McMinnville, OR. Minis—250 Pro. 100% Pro p.b., trophies. Entry $5 Sptsmn, $7 Pros. For info: 245 N. 99 W, McMinnville, OR 97128. 503/472-2667.

November 19

CALIFORNIA

AME $2000 PURSE MX
California Championship Challenge.
Huron Cycle Park, Huron, CA. All classes. Pro p.b., 30% trophies and contingencies to

Sportsmen. Entry $8, $10 Sptsmn, $20, $25 Pros. Membs. req'd. 213/881-5778.

AMA MARATHON
Sand Hill Ranch, corner of Camino Diablo and Vasco Rd., Brentwood, CA. All classes (100, 125, 250, Open) run together 2 hrs., scored separately. Gates open 7:30 a.m., sign up 9-9:30, prac 9:30, race 10. Entry $6 per bike—$3 rider. 415/634-3328 or 634—1667.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

MOTOCROSS
Sunrise Valley Cycle Park (formerly 395), Adelanto, CA. All classes. Cash p.b. to Pros, 30% trophies to Sptsmn. Entry $8, $12 Pro. Free O/N camping. Gates open 7 a.m., race 9:30. 714/887-1556, 245-7339.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/462-9103, 443-4905.

CMC $1200 MOTOCROSS
Saddleback Park, Orange, CA. CMC license req. Gate open 7:30 a.m., prac. 8, sign up closes 8:30, race 9:30 a.m. Entry Jr/Int, $7 mail, $10 post; Pros $12 mail, $15 post. $1200 Pro purse. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 2 motos and 30% trophies for Sptsmn. Entry $9, $13 Pro, memb. req'd. Gates open 7 a.m., prac 8, race 9:30. 213/830-7519.

ITA TRIALS SR. CHAMPIONSHIP
Saddleback Park, Orange, CA. 35 or older. Sr. A & Sr. B; Am., Ex, Beg, Nov. sections. Entry d$5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $7.50, $12.50 Pro. Memb. available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

FOURTH ANNUAL TURKEY SHOOT TRIALS
ATA points event. Reche Canyon area, 91 Fwy. past Riverside, CA to Washington St. off-ramp, E to Reche Canyon Rd. & R for 6½ mi. $2 per bike at gate, free camping. Entry $5 ATA memb., $6 non-memb., $2 kids. Sign up at 9 a.m. For info: 213/790-0813.

ODYSSEY/ATC WEST COAST REGIONAL CHAMPIONSHIP
Corona Raceway, Corona, CA. Odyssey—3 hr. race, 2 drivers allowed. ATC—2 hr. race, 2 drivers allowed 3½ mi. course. Start 11:00 a.m. For more info: Corona Raceway, P.O. Box 388, Corona, CA 91720.

CMC MOTOCROSS
Argyle Park, 11 mi. S of Dixon, CA, Hwy. 113. All Sptsmn 30% brass, Pros 100% p.b. Entry $10/$13/$15. $2 park fee. Gate open 6:30 a.m., prac. 7:30, sign up 7:00 a.m., first race 9:00 a.m. For info: Argyle Park, P. O. Box 601, Dixon, CA 95620. 916/678-3592.

AMA MOTOCROSS
Helvetia Park, W Sacramento, CA. I-80 to Harbor Blvd. L 6 mi. to track. All classes. Entry: $10 Sptsmn/$15 + 1 Pros. Concessions & parts in pits. 916/371-5682, 393-3125.

ROAD RALLY
Freedom Honda, 1715 Freedom Road, Watsonville, CA. Hwy. 1 S of Santa Cruz to Airport Blvd., to Freedom Blvd., turn R. 2 mi. M/C and car classes. Sign up 8 a.m., start 10 a.m. Pre entry $4/post $5 per vehicle. Trophies. Roller Coasters MC, PO Box 462, Santa Cruz, CA 95061. 408/475-7527, 728-1211.

D-37 TT SCRAMBLES
Perris Raceway, Perris, CA. Gates open 8:00 a.m., prac. 9, race 10:00. Lightweights MC. 714/657-4897, 657-8917.

D-38 HARE & HOUND
Mt. Signal to Superstition Mt., CA Start Hwy. 98 at Pinto Wash. Approx. 80 mi. Refueling at 40 mi. Entry $9. Imperial Valley MC. 714/352-3649.

DeANZA $1000 MX
DeAnza Cycle Park, Sunnymead, CA. Memb. not req. $1000 Pro purse, 100% brass to pee wees & minis. 50% brass to all Vets. Entry: Memb. Pro $15; non-memb. Pro $17; memb. Sptsmn $7; non-memb. Sptsmn $9; pee wees $7. Free O/N camping. Pay Sat. gate fee & stay thru Sun. free. 714/653-4558.

WILSEYVILLE '78 HARE SCRAMBLES
Schaas Resort, Wilseyville, CA. 7 mi. course/1½ hr. races. Entry $15. 125cc, Old Timers race 9 a.m., 250cc race 11 a.m., Open 1:00 p.m. For info: 800/692-3734 (toll Free). 209/223-0300 days. Nights 209/286-1583.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Membership req. Post entry only, $8 Sportsmen/$12 Pros. For info: AME, PO Box 1421, Reseda, CA 9$336. 213/881-5778.

OREGON

JUNIPER 100
25 mi. SW of Prineville, OR. Take Hwy. 27 from Prineville, to the Prineville Dam, go over dam, and turn R at 1st road (Alfalfa Rd.). Follow signs. Riders meeting 9:30 a.m., race 10:00. 4 laps on a 25 mi. course. Old Timers & 100cc go 50 mi. 30% brass to Amateurs, 50% brass to Experts. Entry $15. OMRA memb. req. for Oregon residents. Last OMRA pts. race for '78. For info: 503/389-3795, nights call 503/382-3837, 382-0061. Cascade MC, Bend, OR.

ARIZONA

CMC MOTOCROSS
B & B MX Track, 8815 S. Hughes Access, Tucson, AZ. Gate open 8:00 a.m., prac. 9, race 10:30 a.m. Entry, $10, Pros $15, watch $3.50, under 12 yrs. free. For info: 602/747-8965 or 294-3006 after 6 p.m.

WASHINGTON

$10,000 CMC FALL MX SERIES
Seattle Int'l Raceway, WA. Take Hwy. 18, Auburn, North Bend exit off I-5. Gates open 7:30 a.m., sign up 7:30—10:00, prac. 9:30, race 10:30 a.m. Entry $15 Pros; Am. $8, Pee-Wees $5; Spectators $3.50. $1000 Pro purse each event. $2,000 in end of series prizes. New full size day track. For more info: International Raceway Parks, Inc., 31001-144th Ave. S.E., P.O. Box 506, Kent, WA 98031. 206/631-1550.

TEXAS

MOTOCROSS
McAllen MX Park, McAllen, TX. Next to Miller International Airport. All classes. Cash to Experts. Entry $8, $10 Ex. McAllen M.C. 512/686-4181.

MOTOCROSS
Wolf Creek MX Park, S/W of Hillsboro, TX. H-916 to FM1204, 2 mi, South to track. All classes. Trophies to 6 place, guaranteed $753 purse. All new track and gate. Nov. race 9 a.m., Int & Ex race approx, 1 p.m. 817/373-2753

MOTOCROSS
Mosier Valley MX Park, Alrington, TX. All classes. Rain or shine. $470 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry gate fee, $4 Nov., $7Int., $8 Ex., $9 Nov, prac 8 a.m., race $9. Int/Ex prac. 1 p.m., race 1:30. payoff to Senior classes only. 214/245-4693.

WYOMING

CROSS COUNTRY
North of Laramie, Wyoming. U.S. Hwy. 30 N from Laramie 18 mi. R on Wyo. #34 — 7 mi. to pit area. Approx. 80 mi. long. LeMans start. All classes, 125-200-250-Open. Pre-entry $10, post $15. Laramie Dirt Riders, 315½ Garfield, Laramie, Wyo. 82070. 307/742-2606.

November 25

AMA INDOOR RACES
State Fairgrounds Horse Arena, Des Moines, IA. Amateurs sign up 10:30 a.m., prac. 11:30, race 1 pm. Pros sign up 5:00 p.m., prac. 6, race 7:30 p.m. $1200 Pro purse, trophies for Amateurs. For info: 515/949-6244.

November 26

CALIFORNIA

MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. East of V. Thomas Bridge. All classes. 33% trophies. Entry $7, $12 Pros, $2 gate adm. Prac. 7:30 a.m., race 9. 213/832-6844, 547-1818.

AMA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes. 100% Pro p.b., 30% brass. Entry $8, Ex $15. Gates open 6:30 a.m., prac. 8:30, race 9. Rt. 2, Box 143c Brentwood, CA. 415/634-3328, 634-1667.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7 a.m., prac 8, race 9. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race).

D-36 MOTOCROSS
Plymouth Raceway, Plymouth, CA. Hwy. 16 E from Sacto. Hwy. 49 S from P'Ville, Hwy. 49 N from Sonora. All classes. Gate open 6:15 a.m., prac. 7:30 first race 8:30. Entry: Sptsmn. $10/Ex. $20. Spec. $3. Payback $15.00 of entry for 125/250/Open Ex. O/N camping ok. Last D-36 Blue Plate pt. event for 1978. Entries for next event in lieu of trophies. 1-2-3 only. Next event-Hangtown Sptsmn. qualifier. C.E.S. Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

ODYSSEY/ATC RACE
Perris Raceway, Perris, CA. Opens at 8:00 a.m. All classes. For info: ORCA, PO Box 1078, Rialto, CA 92376. 714/657-8917, 875-8698.

AME $3000 PURSE MX
Mountain High Int'l., Fresno, CA. H-99 to H-41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b., 30% brass. Entry: Sptsmn. $8 mail, $10 post. Pros $25 mail, $35 post. Gate fee $4. O/N camping ok. Gates open 7 a.m. California Championship Challenge. 209/291-8793.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash to Pros, 30% trophies to Sptsmn. Entry $9, $13 Pro. Gates open 7 a.m., prac 8, race 9:30. CRC memb. reqd. 213/830-7519.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from Long Beach Naval Base, 1 blk E of Vincent Thomas Bridge. All classes. 33% brass. Entry $8, Pros $14. $2 gate fee. Prac. 7:30 a.m., race 9. 213/547-1818.

CRC DESERT TEAM RACE
Sidewinder Road, Barstow, CA. 6 laps on a 20 mi. course. 1 or 2 riders on 1 or 2 bikes. CRC or D-37 memb. honored. CRC Desert pts. 714/689-6114.

CMC MOTOCROSS
Oasis Raceway, Clear Lake, CA. 10 mi. E of Clear Lake on Hwy. 20. All classes. 100% Pro p.b., 30% brass. Entry $10 for Amateurs, $6 for 2nd bike. Pros $15 + $1 for ins. Gates open 6:45 a.m., prac. 7:45, race starts 8:30 a.m. O/N camping $3 per vehicle. Gen. adm. $3.50. Oasis Raceway, PO Box 1748, Clear Lake Highlands, CA 95422. 707/994-4175.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Membership req. Entry, Sportsmen $8 mail, $10 post. Pros $12 mail, $15 post. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778. California Championship Challenge.

D-36 ANNUAL THORN TREE HARE SCRAMBLES
Riverfront Park, Marysville,

RACING WORLD ESCAPE COUNTRY
Southern California's only motor recreation park with OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK
Racing Schedule
Nov. 19 — CRC Motocross (Marty Smith Course)
Nov. 26 — Racing World Motocross (California Course)

$1,000 Pro Purse
DeAnza Cycle Park
November 19
Membership not required
125,250, Open Pro payback
1st $165, 2nd $85, 3rd $45, 4th $25, 5th $15
100% trophies to Pee Wees & Minis
50% trophies to all Vets
Member Pro $15
Non-member Pro $17
Member Sportsman $7
Non-member Sportsman$9
All Pee Wees $7
Sign-up 7:30 Practice 8:30 1st Race 9:30
Pay Saturday gate fees and stay thru Sunday free.
Free overnight camping. 714-653-4558

The latest on two wheels - Cycle News

ERA
Boot Hill Enduro
Nov. 19
Sidewinder Road—Barstow
Super easy family enduro designed for the beginner no membership required
714-373-4287

Dec. 10
CRC
Santa Claus Enduro
Lucerne Valley
8 am start
100% trophies to all finishers — same day
info: 714-373-4287

Sunrise Valley Cycle Park
(formerly 395 Cycle Park)
Adelanto, Calif.
Moto-X racing 1st and 3rd Sundays each month
$8 Sportsman - 30% trophies same day
$12 Expert - cash payback
50% trophies to Mini & Vets
Free overnight parking
gates open 7 am, practice 8 am, 1st race 9:30
714-887-1556 714-245-7339

1st & 3rd Sundays
Sprockets Park
Post Entry Only
$8 Sportsmen/$12 Pros
2nd & 4th SUNDAYS
Indian Dunes
Sportsmen $8 Mail $10 Post
Pros $12 Mail $15 Post
EVERY FRIDAY NIGHT
Indian Dunes
Post Entry Only
$7 Sportsmen $10 Pros
Membership Required
AME, PO Box 1421, Reseda, CA 91335
213-881-5778
A.M.E. Sanctioned

SADDLEBACK SAT. MX
Motocross Every Saturday
Pros — 2-40 minute motos
Sportsmen — 2-30 minute motos
Info: 714-495-4771

MX RACES EVERY SUNDAY AND FRIDAY NIGHT
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 259-8000
INDIAN DUNES

A.M.E.
Mt. High State Championship Challenge Motocross
$3,000 Purse
Nov. 26
for info: 209-291-8793

Minicycle Motocross
Nov. 17-Indian Dunes
Nov. 24-Indian Dunes
Nov. 26-Indian Dunes
Dec. 10-Sprockets Park
American Minicycle Assn.
213-881-5778

PERRIS RACEWAY
(714) 657-4879, 657-8917
Every Saturday Night
TT & Short Track
Nov. 19
Dist. 37 AMA Lightweight Points Meet
TT Scrambles

NOW FORMING
GNC Series International Finals
713-482-7593

Don't Send Christmas cards . . reach 65,000 friends this way.

Here's the deal:

We will give you any one of these ads expressing appreciation to your customers for only $25 each. (Reg. $36.50)

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Merry Christmas
1
(your name, address, phone no.)

Seasons Greetings
to our customers & friends
2
(your name, address, phone no.)

Seasons Greetings
to our customers & friends
3
(your name, address, phone no.)

Merry Christmas
to our customers & friends
(your name, address, phone no.)
4

Seasons Greetings
to my customers & friends
5
(your name, address, phone no.)

Seasons Greetings
to our customers & friends
6
(your name, address, phone no.)

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City _____ State _____ Zip _____

Phone _____

CA. 40 mi. N of Sacto, on Hwy. 70. Park entrance is at 1st & F Streets. Entry $11. Minis & PP sign up 7-7:30 a.m., race 8-9; OT & Vets sign up 8-9, race 9:30-11:00; 125 & 200cc sign up 10-11, race 11:30-1:00 p.m.; 250cc sign up 12:00-1:00 p.m., race 1:30-3:00; Open & Thumper sign up 2-3, race 3:30-5:00. Free camping, paved parking. Contingency prizes, trophies, decals. For info: 916/695-2727, 695-2088.

OREGON

MOTOCROSS
Cross-up Raceway, Bend, OR. Amateur entry $6, Pros $10. 100% p.b. to Pros. 503/382-7751.

AMA FLAT TRACK & TT
B & B Park, 8815 S. Hughes Access, Tucson, AZ. Gates open 10:00 a.m., prac. 11:00, race 1:00 p.m. Entry $8, Semi Pro $12, watch $2.50, under 12 yrs. free. For info: 602/747-8965 or 294-3006 after 6 p.m.

WASHINGTON

$10,000 CMC FALL MX SERIES
Seattle Int'l Raceway, WA. Take Hwy. 18, Auburn, North Bend exit off I-5. Gates open 7:30 a.m., sign up 7:30-10:00 prac. 9:30, race 10:30 a.m. Entry $15 Pros; Am. $8; Pee-Wees $5; Spectators $3.50. $1000 Pro purse each event. $2,000 in end of series prizes. New full size day track. For more info: International Raceway Parks, Inc., 31001-144th Ave. S.E., P.O. Box 506, Kent, WA 98031. 206/631-1550.

TEXAS

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. 8 mi. S of Whitney on H-22. Nov thru Ex classes. $1170 purse, 50% of gate in bad weather. Trophies thru 6 places. Free keg beer. Entry $8, $10 Expert. Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

December 1-2-3

CALIFORNIA

MOTORCYCLE SHOW
4th Annual Ventura Show, Ventura County Fairgrounds, Ventura, CA. For information: Exhibit — 213/587-5100. General — 213/588-1934.

December 2

CALIFORNIA

ATC/ODYSSEY RACE
Heber Dunes, 8 mi. off Hwy. 111 on Heber Rd., S.E. of El Centro, CA. Entry $12. Trophies. Stk. & Mod. classes, Odyssey up to Open. 9 a.m. start, sign up at 7:00 a.m. Number plates req. U.S. Racers, 714/353-2119.

OREGON

SHORT TRACK
Yamhill County Fairgrounds, north end of McMinnville, Ore. Mini-250 Pro. 100% Pro p.b., trophies. Entry, sptsmn. $5, Pro $7. 245 N 99 W, McMinnville, Ore. 97128. 503/472-2667.

IOWA

AMA INDOOR RACES
State Fairgrounds Horse Arena, Des Moines, IA. Amateurs sign up 10:30 a.m., prac. 11:30, race 1 pm. Pros sign up 5:00 p.m., prac. 6, race 7:30 p.m. $1200 Pro purse, trophies for Amateurs. For info: 515/949-6244.

December 2-3

CALIFORNIA

D-37 TOYS FOR TOTS GP
Sunrise Valley Cycle Park, Adelanto, CA. 8:00 a.m. start both days. Mail entry $15/post $20. Entries close Nov. 20, '78. Half of entry fee goes to USMC Toys for Tots program. Mail entries to: All Sptsmn, Pate Earnest, 11436 E. Chadwell, Lakewood, CA 90715. 213/924-7258. All 0-250 D/37 to Jim Black, 5352 Kirtland, Lakewood, CA 90713. 213/920-3073. Hvywgt D/37 All Side Hacks, Bud Wheels, 5426 Olive, Lakewood, CA 90712. 213/634-2542. Women & Sr. D/37, OT HG, TOm Chester, 1995 E. 4th St., Long Beach, CA 90802. 213/437-7244. Send 3 SASE & ck. or MO payable to Maywood M.C.

SPEEDWAY SCHOOL
Maley Ranch, Corona, CA. Mike Bast, instructor. Reservation req. 714/735-0540.

December 3

CALIFORNIA

AMA LILLIPUTIAN EURO SCRAMBLES
Prairie City OHV Park, Sacramento, CA. Take Prairie City Rd. off Hwy. 50 to White Rock Rd. 125, 250, 500, OT, Vet classes. Dirt Diggers North MC, PO Box 338, Orangevale, CA 95662. 916/351-0271.

ARRA ROAD RACE
Riverside Raceway, Riverside, CA. Classes for GP, Production, 4-stroke GP, 3 Cafe classes, 750 Production, & new box stock class. Gates open 7 am, prac. 8:30, race noon. Med. ins. 213/842-7433.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for Pros, 2 motos and 30% trophies to Sportsman. Entry $9, $13 Pro. Gates open 7 a.m., prac. 8, race 9:39. Membership required. 213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park (formerly 395), Adelanto, CA. All classes. Cash p.b. to Pros, 30% trophies to Sptsmn. Entry $8, $12 Pro. Free O/N camping. Gates open 7 a.m., race 9:30. 714/887-1556, 245-7339.

AMA CROSS COUNTRY MARATHON
East of the Redding, CA Municipal Airport (off Airport Rd.) Recreation Area. 3.4 mi. course—2 hrs. & 1 lap in length. One or two man marathon-dead engine start. AMA cd. req. 100cc thru Open classes. $6 to ride, $2 to watch. Redding Dirt Riders. 916/246-2763, 365-2174 days; 916/547-3892, 241-6702 eves.

D-37 ENDURO
Soggy Dry Lake Area, CA. Limed from Y Cafe to Bessmer Mine Road. Entry: A & B's $11.50, C's $8.50. Start 8:00 a.m. Desert MC, 12531 E. Walcroft St., Lakewood, CA 90715. 714/891-4817, 213/865-2362.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/462-9103, 443-4905.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7:30 a.m., prac 8, race 9:30. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, motos and 30% trophies for Sportsman. Entry $9, $13 Pro, membership required. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA, 35 or Older. Sr. A & Sr. B; Am., Ex; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Hov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

AME $1000 MOTOCROSS
Sprockets Park, Bakersfield, CA. $1000 Pro purse, 30% trophies. Entry, $10 Sportsmen/$15 Pros. Post entry only. Membership req. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778.
California Championship Challenge.

CMC MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon, Hwy. 113. All classes. Gates open 6:30 a.m., sign up 7:00, prac. 7:30, first race 9:00 a.m. Sptsmn 30% brass, 100% Pro p.b. Entry $10, $15 Pros, incl. $2 gate fee. For info: Buel Campbell, P.O. Box 601, Dixon, CA 91620. 916/678-3592.

OKLAHOMA

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 am, race noon. 918/456-8421.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. $470 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry gate fee, $4 Nov., $7 Int., $8 Ex. $9. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to Senior classes only. 214/245-4693.

GNC NORTH TEXAS REGIONAL CHAMPIONSHIP MX
Lake Whitney Cycle Ranch, Whitney, TX. GNC memb. only. Top 10 in each class transfer to GNC Astrodome Finals. Races start 9:00 a.m. Info: 817/694-2901, 713/482-7593.

WASHINGTON

$10,000 CMC FALL MX SERIES
Seattle Int'l Raceway, WA. Take Hwy. 18, Auburn, North Bend exit off I-5. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry $15 Pros; Am. $8; Pee-Wees $5; Spectators $3.50. $1000 Pro purse each event. $2,000 in end of series prizes. New full size day track. For more info: International Raceway Parks, Inc., 31001-144th Ave. S.E., P.O. Box 506, Kent, WA 98031. 206/631-1550.

December 9

IOWA

AMA INDOOR RACES
State Fairgrounds Horse Arena, Des Moines, IA. Amateurs sign up 10:30 a.m., prac. 11:30, race 1 pm. Pros sign up 5:00 p.m., prac. 6, race 7:30 p.m. $1200 Pro purse, trophies for Amateurs. For info: 515/949-6244.

December 9-10

D-37 DUAL EUROPEAN SCRAMS
Red Mountain-Trona Rd, CA. Sat. start 11:00 a.m., Sun. start 9:00 a.m. All classes. For info: Dick Burley, 10519 Atlantic, South Gate, CA 90280. 213/567-7736.

December 10

CALIFORNIA

AME MOTOCROSS
Mountain High Int'l, Fresno, CA. Hwy. 99 to Hwy. 41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b., 30% brass. Entry: Sptsmn. $7 mail, $9 post. Pros $12 mail, $15 post. $3 gate fee. Overnight camping ok. Gates open 7 a.m. 209/291-8793.

AMA MOTOCROSS
Fremont Rcwy., Fremont, CA. All classes. 100% Pro/Ex p.b., trophies. Entry $15 Ex., $10 others. Pit adm. $4, riding fee $2. Gates open 6:30 a.m., prac. 8, first race 9. 415/651-2545, 408/733-9545.

CRC SANTA CLAUS ENDURO
Lucerne Valley, CA. Pits off Camp Rock Rd. in Lucerne Valley. 2 loops, approx. 35 mi. each. -16 C riders, minis & women go one loop. All others 2 loops. Family enduro, CRC pts. Start 8 a.m. Mail entry $12/post entry $15, non-memb. add $2. Send ck. & 2 SASE to CRC, 21440 Applewood Dr., California City, CA 93505. 100% brass to all finishers same day. 714/373-4287.

SRA RIVERSIDE GP
Riverside International Raceway, Riverside, CA. Off Hwy. 60. All classes plus Team Race. Entry $12 mail, $14 post. Gates open 4:00 p.m. Sat. O/N camping OK. Prac. 8:00 a.m., first race 8:45. Mail SASE to SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

AMA HARE SCRAMBLES
Hollister Hills, CA. 60 mi. race. All classes start 10:30 a.m. 125/250/Open/OT/Vet classes. Staggered starts. $1 gate fee per person, $12 entry. Camping OK Sat. 2+2 Racing Team. 415/687-0963.

CMC 4-STROKE NATIONALS
Carlsbad Raceway, Carlsbad, CA. $1000 purse to be split between 250cc & Open Pro classes. 100% p.b. to Pro Sidecars. Pro entry $20 mail/$35 post. Amateur events include Mini Ex., 100-150cc Jr/Int, 151-360cc Jr/Int, 361-Open Jr/Int, OT (35 & older), Twin class & 1965 & older m/cs. All Amateur entries $10 mail to CMC, PO Box 1402, Costa Mesa, CA 92626. Mail dedline Dec. 1, 1978. 714/557-3323.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Membership req. Entry, Sportsmen $8 mail, $10 post. Pros $12 mail, $15 post. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778. California Championship Challenge.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash to Pros, 30% trophies to Sptsmn. Entry $9, $13 Pro. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req'd. 213/830-7519.

MOTORCYCLE RALLEY CLUB SUNRISER
Woodley Ave., Park, CA. Located ½ mi. N of Burbank Blvd., just W of San Diego Frwy, in Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies. Entry $4, $5 post. Poker run. 6550 Nevada Ave., Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

December 16

IOWA

AMA INDOOR RACES
State Fairgrounds Horse Arena, Des Moines, IA. Amateurs sign up 10:30 a.m., prac. 11:30, race 1 pm. Pros sign up 5:00 p.m., prac. 6, race 7:30 p.m. $1200 Pro purse, trophies for Amateurs. For info: 515/949-6244.

OREGON

SHORT TRACK
Yamhill County Fairgrounds, north end of McMinnville, OR. Mini B thru 250cc Pro. 100% Pro, trophies. Entry Sptsmn $5, Pros $7. For info: 503/472-2667.

December 17

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Membership req. Post entry only, $8 Sportsmen/$12 Pros. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

NEVADA

MRAN NEVADA CHAMPIONSHIP HARE & HOUND
Limed from I-15 & Henderson turnoff, Nevada. Sign up 7-9 a.m., riders meeting 9:30 a.m., race 10:00 a.m. Approx. 80 mi. race. Entry $10. Last race of the year, sponsored by Silver City Scramblers. For info: 702/384-3024.

AMA Grand National Championship/ Winston Pro Series*

February 2
TT
Houston, TX

February 3
Short Track
Houston, TX

March 11
Road Race
Daytona Beach, FL

May 6
Mile
San Jose, CA

May 12
Half Mile
Gardena, CA

May 19
Half Mile
Topeka, KS

June 2
Half Mile
Louisville, KY

June 10
Half-Mile
Middletown, NY

June 17
Road Race
Loudon, NH

June 22
TT
Santa Fe, IL

June 24
Half Mile
Columbus, OH

June 30
TT
Gardena, CA

July 8
Half Mile
San Jose, CA

July 15
TT
Castle Rock, WA

July 22
Road Race
Sears Point, CA

July 29
Mile
DuQuoin, IL

August 3
Short Track
Santa Fe, IL

August 5
TT
Peoria, IL

August 12
Road Race
Pocono, PA

August 19
Half Mile
Des Moines, IA

August 25
Mile
Indianapolis, IN

August 26
Mile
Indianapolis, IN

September 2
Road Race
Loudon, NH

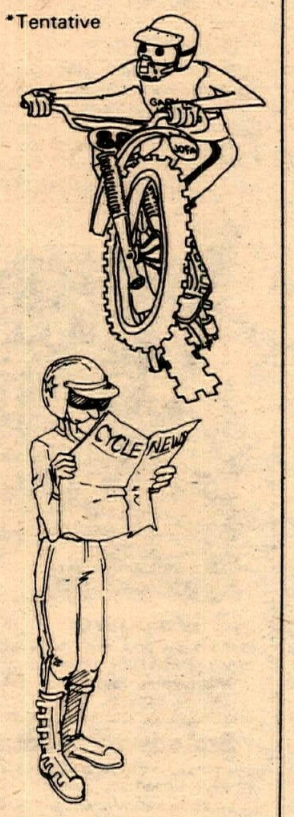
September 9
Mile
Syracuse, NY

September 16
⅝ Mile
Meadows, PA

September 23
Mile
San Jose, CA

September 29
Half Mile
Gardena, CA

*Tentative



FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

R. V. Enterprises, Inc. presents
the NEW
Lake Elsinore Raceway
under new management & ownership
140 acres of good Riding

Every Saturday Night TT Scrambles

Every Sunday Motocross Speedway Practice
Every Wednesday Night TT Practice

COMING SOON!!
- Night Speedway Races
- Skeet Shooting
- Overnight Camping

Some new lighting, with more on the way
Watch us grow with your ideas
On Highway 71, off at Lagonia St. Between Main St. and Railroad Cyn. Rd.
for info: 714-674-2077 or 676-4718

Don't call us and say
I didn't get my Cycle News!
over our shutdown vacation, Dec. 19—Jan. 1 'cause we won't be here.

DESERT TEAM RACE
NOV.26
Sidewinder Road, Barstow
6 laps on a 20 mile course
1 or 2 riders on 1 or 2 bikes
No Membership Required
Everyone Welcome

Proof of classification required
Special class for unclassified riders.
Teams that race for CRC points must ride same size bike but may team with riders one class lower or higher.
Minis, Women, Jr/Sr, & Sr ride together
Iron Man class rides against teams
If you do not have a teammate come on out & we will match you up
OK to preride course

CRC Desert Points
714-689-6114 days
(Dec. 3 Hare Scrambles—Rand Area)

Wilseyville '78
Hare Scrambles
Nov. 19th

Schaad Resort
Wilseyville, Calif.

Entry
Pre entry $12
Post $15

Race
125, Old Timers 9 am
250 11 am
Open 1 pm
7 mile course/1 ½ hour races

info
Bakersfield/North — toll free 800-692-3734
Day 209-223-0300
Night 209-286-1583

Motocross Race Schedule
CRC
213-830-7519

Nov. 12—Saddleback/Points
Nov. 19—Racing World/Points
Nov. 19—Indian Dunes
Nov. 26—Saddleback/Points
Dec. 3—Indian Dunes/Points
Dec. 3—Racing World

Membership Required

SRA
Riverside Gran Prix
December 10
714-828-1358

Dec. 10
Odyssey ATC Winter Nat'l
Trial de Espana
CRC Motocross
Saddleback Park
714-558-1584

RIDE WITH THE FAST ONES
For coming MOTOCROSS, DESERT, SCRAMBLES & Enduro events
CALL RACERS Hot Line
714-898-1529
DISTRICT 37 COMPETITION RIDER
AMA AMERICAN MOTORCYCLIST ASSOCIATION

WANT ADS

Help Wanted

Honda-Yamaha mechanic
Experienced only need apply. Beautiful location in Northern California. Send resume to SIERRA CYCLE INC., 180 Home St., Bishop, CA 93514. (45)

Are you the one?
We have an immediate opening for an experienced, mature part and accessories salesperson. Excellent benefits — medical & dental plan. Contact Len at T&O Yamaha, 24020 Narbonne Ave., Lomita, CA 90717. (213) 534-2311. (44/TFN)

Service Manager
Excellent pay and opportunities, new building. (714) 985-9871. (45)

WANTED: Experienced Yamaha partsman. 5 day week. (213) 635-8058. (44/TFN)

Kawasaki mechanic wanted
Must be experienced. Year round employment — permanent position. This is an established Kawasaki dealership for 12 years. Enjoy Miami sunshine. Call or write: Bill Green, c/o Southwest Cycle Co., 8966 Bird Road, Miami, FL 33165. (305) 226-9542. (46)

Honda mechanic
Lots of work. Top pay and benefits — 5 days. (714) 531-0742. (42/TFN)

Honda mechanic wanted
One of Southern California's largest Honda M/C dealers is looking for an exp. Honda mechanic. Commission, insurance, and profit-sharing. Guaranteed year round work. Contact Allen or Gary at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA 91761. (213) 331-7115 or (714) 983-0695. (45/TFN)

Motorcycle mechanic
Experience necessary. Salary commensurate with experience. Medical insurance, paid vacations. CLARK'S YAMAHA OF FRESNO (209) 251-8209. (40/TFN)

Master mechanic
To work on customers race bikes. Position requires 10 years experience with college time applicable to experience. Must be familiar with Maico and current Japanese motocross bikes and capable of earning at least $2000 + per month. Send resumes to: DMG MAICO, 1505 S. Pacific Ave., San Pedro, CA 90731. (45)

Outside motorcycle salesman
Must be active competition rider with sales experience, excellent pay and demo. plan. Work with a successful store—where we sell enough Maicos to make the big 4 jealous. DMG MAICO, 1505 S. Pacific Ave., San Pedro, CA 90731. (213) 832-6844 or (213) 837-1301. (45)

Suzuki-Yamaha Ser. Mgr./mech.
Wages negotiable based on ability. Strong carburetion & electrical background. Year around work. Southwestern Wyoming, 30,000 population, excellent biking, hunting, fishing and skiing. SAVALA'S SPORTS CENTER, 1175 Dewar Dr., Box 1361, Rock Springs, Wyoming 82901. (307) 362-5531. (45/TFN)

Honda mechanic wanted
Five days a week. Must have experience. Call Tues.-Sat. 9 a.m. to 6 p.m. (714) 492-6741. (45)

Parts Manager
Needed for Honda-Suzuki M/C dealership. 45 minutes from S.F. Must be experienced. Salary + commission. Call (415) 687-8656. (47)

Business Opportunities

FOUR — 2½ ACRE PARCELS; Fairview Valley near Dry Lake and mountains, $5,000 ea. @ 10% down, $50.00 per mo. J. Clark, Box 1461, Apple Valley, CA 92392. (45)

Dealership wanted
Major brand(s) in Western State. Grossing 350,000 dollars minumum. All inquiries held strictly confidential. Cycle News, P.O. Box 498, Dept. F.B., Long Beach, CA 90801. (46)

For Sale
Hilly, 53 acre race track (possible land development), oldest in Northeast Ohio, minutes from Akron, Canton, Cleveland. Includes underground watering, starting gate, huge barn, outbuildings, $2,450 per acre. Write: Akrolease, Box 3549, Vail, CO 81657; or call (303) 476-5664 or (303) 476-2612. (47)

2½ ACRES NEAR APPLE VALLEY Airport, $7500.00 ea. @ 10% down, $75 per mo. J. Clark, Box 1461, Apple Valley, CA 92392. (45)

Franchise Husqvarna-Suzuki dealership for sale
Husqvarna-Suzuki dealership for sale in Sonora, California. 14240 Tuolume Rd., Sonora, CA 95370. (209) 532-7011. (46)

Suzuki RM 250 C
Xlnt. cond., fast, fresh upper end. Must sell, $850, offer. (213) 728-6807. (45)

'78 Wetbike
Like new, extras, $1595.00 with beach buddy. Must sell. (213) 449-4057. (47)

Roadracers for sale
TZ 250, xlnt. cond., fresh top end, ready to race, $1400; RD 350, Michelins, Boge, new top end, etc., $575; Kawasaki 500 Cafe, new engine, K81's, etc., $500. Bob Lebo (714) 494-6155. (46)

TZ-750-D road racer
Raced twice 3rd place Riverside Nat., 19th place Laguna Seca — F.750 with quick fill. ass. Plus complete gearing — spare parts. 2 T.Z. — 250 E top end. ass. TZ — 750 — frame — tank — seat — wheels — fairing — Best offer. 1972 custom Tandem trailer — work shop — carries 5 bikes. Mike Clarke (213) 861-2502, after 6:00 p.m. (213) 868-1342. (45)

New XR-750 Harley
Race ready, just built, fast and very sharp, Champion frame, Barnes wheels, have all sprockets, from 36 to 64 — countershaft 14 to 20. Phone (714) 989-5742. (45)

1978 YZ 250 E; '77 YZ 125 D
Both in excellent condition. 250 only 3 months old! 125 still on stock bore! Both are low priced. (805) 763-3362. (45)

'73 Maico 400, $250
New forks, great shape, radial. Must sell soon. (714) 624-6958. (45)

Oct. '78, Maico Magnum 440
Ridden 4 times only, excellent condition. Returning to England and quick sale required. $1750.00 O.N.O. Mike (714) 630-6384. (46)

Honda-Rickman 750cc
1977 Honda 750 Rickman chassis & fairing, Lockheed disc brakes, clock & oil gauge, street legal, $3100.00. TARGET PRODUCTS, 2724 W. Main St., Alhambra. (213) 284-3238. (45)

WANTED: Complete XT or TT 500 rolling chassis. Call Vic (213) 961-2383. (45)

'78 Husky 390 OR
Ridden 3 times, like new, never raced, must see to appreciate. $1695 or best offer. (213) 326-4509. (45)

Quack! Quack
Riddle: Who has the sharpest barb wire in the West??
Son of Desert Duck Quack! (45)

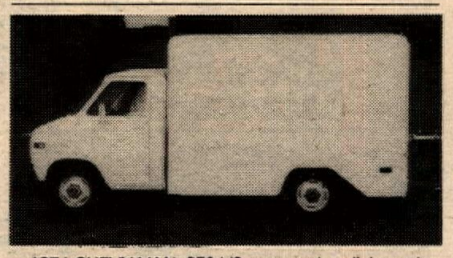
'70, 250 Husky
Fresh dealer worked engine, new crank bearing and bore, S&W shocks; clean, $325.00. Call after 6:30 p.m. (213) 644-6353. (45)

'70 Montesa Cappra 250
Runs barely, needs some work. (213) 696-3262 or (213) 921-7546. (45)

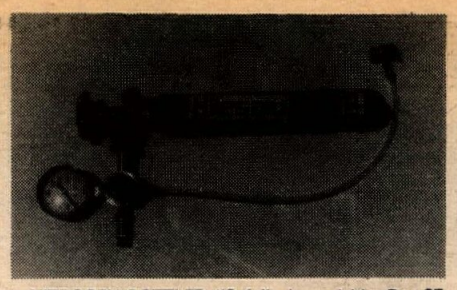
Jr. Speedway bike
For sale or trade — Honda 175 — Powerall 200cc and cam, head reworked, real fast — top shape. Larry or Wes (714) 877-4062. (45)

1973 Harley Sportster
Electric start. Black & chrome, 8" extension & rake, big wheel, custom paint, lights, seat, mufflers, instruments, mild chop. 18M miles. $2700.00. Must see. (213) 666-6548. (45)

Honda parts
'74 XL 350 forks. 74 XL 175 frame and forks. Wanted CR 125 or Yamaha front wheel, VDO, MR 175 or MR 250 or CR tanks. (213) 676-3386. (45)



1974 CHEVY VAN, 350 V8, carpeted, radials, cruise, stereo, big enough to stand in, $3,500. Call Steve or see at Premier Yamaha, Huntington Beach, CA. (714) 536-7555. (45)



NITROGEN BOTTLED "Safe", dependable, Dot 3E 1800 regulations, three safety features, $99.00. (213) 842-3280. (38/TFN)

1979 Honda CR 250Rs
In stock at SIERRA CYCLE, Bishop, California. (714) 873-5194. (45)

CR250R & RM stock forks
All brand new, RM125, $175.00. RM400, CR250R, $199.00. Contact L.O.P. (312) 336-0032. Simons forks, $369.00. (46)

'78 YZ400E better than a '79
Twelve inches of travel front and rear, Terry fork kit, White Bros. shock, Pro-fab swingarm, Preston Petty No-Dive front brake, full floating rear brake, 17 inch Sun rim, front Sun rim, Metzelers, aluminum muffler, Gunnar Gasser, K&N, desert tank, skid plate, all stock parts and extras, never raced. $3000.00 invested, $2075.00 or best offer. Call after 5:30, ask for Tim (213) 921-3330. (45)

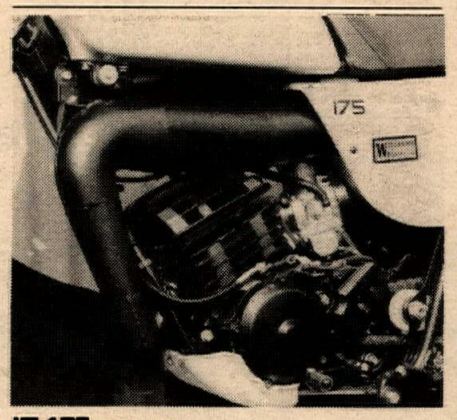
'78 YZ 125E YAMAHA, immaculate — Bassett aluminum works silencer, new top end and other tricks. Race ready, $800.00 — After 6 p.m. (714) 493-1995. (45)

'78 Honda CR250R
Top condition, new rear Dunlop, $1400 or best offer. Comet 3 rail traler, $150. Call after 5:00 p.m. (714) 968-1285. (45)

M/C jackets clearance sale
Top quality leather, fully lined. $85.00 each. Brown, size 38 to 42. Black, sizes 38 to 48. ABC LEATHERS, 9802 S. Atlantic, South Gate, CA 90280. (213) 564-1715. Hours — Mon. thru Fri. 8-4:30. (46)

'73 Honda 250 XL
4000 miles, mint condition. $400.00 or best offer. (805) 251-2697. (46)

Bul shifter
Stop overshifting into false neutrals. Our proven reworked Bultaco shifter drum eliminates this problem. 5 ounces lighter than stock. Unbelievable difference. $35 exchange, + U.P.S. Immediate return shipment or send $50 m.o. deposit (refunded upon receipt of your drum).FRANK'S WHEEL SHOP, 4700 Milam, Amarillo, TX 79110. (806) 352-6487. (45)



IT 175 power
More low end, mid range with 10% increase in peak power. $80.00. Order from Williams Pipes, 960 B Washington, San Carlos, CA 94070. (415) 591-2822. (46)

Speedway sellout
3 Jawa, 2 valves, 2 4 valve Weslake conversions, 1 4 valve Speedway Research and all equipment. These bikes proven winners. Make reasonable offer. Call Mike at Romit Grinding (213) 941-2905, home (213) 941-6543. (46)

'78 XT500E, $1500
Primo cond., only 300 miles. New up pipe with Super Trapp and Bell Super-mag. Must sell, leaving state. (213) 459-2515. (46)

1978½ Suzuki RM250
New Fox air shocks, new tires, new back wheel, Mark Porter silencer and more! Excellent condition. (714) 768-1595 evenings. (45)

1975 XR750
John Johnson's bike. 1977 Nat. #75, 1978 Nat. #23. Excellent shape, super fast, lots of extras. Call after 5:00 p.m. (806) 935-5533. (45)

Norton Triumph owners/dealers
We repair stripped ports, threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

850 Seeley-Honda
Morris mags, triple discs, Cerex ignition, Weber carbs, chromoly frame, extremely fast, good handling, too many extras to list. Best offer or trade for tourer (BMW, H-D). (805) 544-1332 days, (805) 544-9466 eves. (45)

New CR250R cylinders
Recondition your old worn chrome plated cylinders with precision alloy sleeve. Includes finish boring and match ports, oversize available, $85. Porting $50 extra. (312) 697-4343. (2)

'76 AW 400 Maico, $500
Clean, fast, fresh bore, excellent condition. (714) 531-7359. (45)

'73, 400 CZ, $350
Lay down shocks, 34mm Mikuni, air forks, plastic tank. (213) 396-4487. (45)

'78 Husky 250CR
Olins, Metzeler front tire, new 5.50 Trelleborg rear, Gunner Gasser, Terry cables, Oakley grips, Andre bars, air caps, Honda seals, fork skins, chain roller kit, skid pan, poly air filter, clean, $1450.00. (213) 921-7546 or (213) 696-3262. (45)

1978 RM80C
Excellent cond., $350.00. Bell Moto Star, size 7⅛ yellow with visor, like new, $45.00. (714) 846-6455. (45)

'78, 390 Husky Auto
2 tanks, speedo kit, P/P head & tail, new Metzelers, tires, works gas shocks, 1000 miles. Dealer (714) 630-6522. (46)

Yamahas
2 — '77 YZ 125cc, $650 ea. 1 — '78 IT 175cc, $800. 1 — '78 YZ 80cc, $450. 1 — '78 YZ 400cc, $1100. (213) 444-5742. (45)

TZ 250D
Excellent condition, never dropped. Lectrons, new top end. Best offer or trade for 750 Champion Yamaha of equal value. (209) 843-2475 or (209) 843-2314. (46)

Ducati parts & engines
Moving, must sell, Ducati 250cc, 350cc & 450cc engines. 1 Desmo. See & make offer. Parts galore. (714) 992-0165. (47)

RM 250C
Excellent condition, ridden very little. Must see, $800 firm. (714) 998-2723. (45)

RM 250 B
Clean and very reliable, great all around bike. $650. (213) 943-3884. (46)

'78 Maico 250
Very clean, ported, Twin Air cleaner. $1300.00 or best offer. (213) 342-8653. (45)

Maico 400 Magnum
17 inch rear wheel, $1,350. '78 KX 125 with Fox Shox, $850. '78 KX 250 with Fox Shox, $850. Ph. (206) 734-3241, ask for Mike. (47)

Trails 250RL Suzuki 1975
Bought new in 1977. Excellent condition. $275.00. (213) 599-5725. (45)

'77 Suzuki RM 125 B
DG aluminum swingarm, DG pipe, Works Performance shocks, Moto-tec ign., chain tensioner, 520, Phase 2, works sidepanels, $675. Call John, Jr. (213) 599-5725. (45)

'70 Yamaha enduro
Clean, excellent mechanically, LT fork rods and dampers, Curnutts, elect. start, wife's bike, very few miles. $290.00. (213) 676-3386. (45)

1976 Honda 350XL
Street or dirt, extra tires, clean. Bought in 1977, used very little, stored one year. $700 or best offer. (714) 970-8376. (45)

Kwikway Boring Bar
Stand and accessories, Model FWS, $1895. Very nearly new, excellent condition. (916) 927-2656. (46)

77 Yamaha RD 400 parts
Near new, front and rear assembly, mag wheels, tires, oil tank, shocks, etc. Very reasonable. (714) 897-8434. (45).

Wanted BSA 500
Late model B-50 need 1 complete bike and 1 spare motor. (714) 992-5777. (45)

'78 Yamaha 250 YZE
Like new, $1350.00. (213) 835-5514. (46)

1973/RD/350
Match-ported and polished. J&D chambers. New 3.60-4.10x18 K-81s. Rear sets. Spare back rim, bars. Call between 5:30-9:30 p.m., ask for Bruce (213) 438-4640. (39/TFN)

FOR SALE: 48 Indian Chief, 19 miles on professionally rebuilt engine, $2,500, best offer, or trade, (213) 433-1998, Long Beach, CA. (41/TFN)

250 Carabela Short Tracker
Cheney frame, Betor forks, $1,000. Extra 250 Yamaha ½ mile engine. All $1,300. (217) 446-8245 or (217) 446-2433. (45)

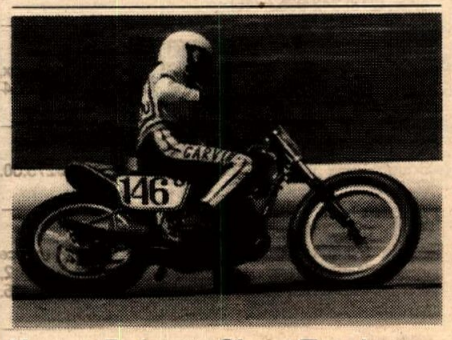
Luft Super Pro Monoshock Reservoir
ELIMINATES damper fade. Used by Radical Ron Turner. 50% more volume. Two day installation. $104. MOTODESIGN, P.O. Box 4233, Memphis, TN 38104. Phone orders 24 hours, (901) 324-7755. (44)

'77 RM 250 C
Girl ridden very little, aluminum swingarm, must see, $850. (714) 968-3493. (46)

Nitrous Oxide injection
Horsepower in a bottle. Safe and reliable. For information write or call (714) 537-6033. (45)

New Triumph Silver Jubilee
and high usage parts inventory. No junk. 1959-1978 selection. $15,000.00 value — make offer. Will deliver. (602) 855-9198. (46)

Barry Briggs liked it
So will you. 2 speed Jawa Speedway bike. Equipped with the best. Lots of spare parts, new spare quick hub & wheel, like new tires, new Cody pipe. (213) 682-1706. (45)



Kenny Roberts Short Tracker
Monoshock, 2 gas springs, MX-B Yamaha, complete bike built by KR Racing, super ½ miler, novice point getter! Better than new. $1,900 firm or will trade w/cash for 750 Yamaha or H-D. (203) 434-2657. (45)

Matchless
1966 Matchless G-80CS, 500cc, single cylinder Scrambler, 32,000 easy street miles. Very good condition, some spares. Original owner, $995 or best offer. Information/photos call: (716) 634-2725. (46)

RM 250 Suzuki CII
Good condition, well taken care of. Must sell, $1000.00 or best offer. Has many extras. (213) 430-4761. (45)

'78 Suzuki RM 400C
Excellent condition, low hours, original piston. Injury forces sale, $1050. Must sell! (213) 454-2862. (45)

250 Bultaco Astro 1975
Bike won two Championship races. New barrel and piston plus extras. Asking $800. (206) 423-1816. (45)

Mark Charles bike stand, $85
Plus complete JT riding gear, leathers, helmet, boots, all blue and gold, size 32. Must sell all, quitting! (714) 492-5660. (45)

Kawasaki dirt bikes
100cc & 90cc, good condition, Auxiliary equipment. (714) 532-2324. (45)

'78, 400 YZ Yamaha
Ridden 3 times, like new. Injury forces sale, $1,250.00. (213) 963-4525. (45)

TZ250E
Fresh from Loudon's National winner's circle. Very clean, super fast, spares. Call Perron Leathers (413) 498-2268. (47)

Springer Fan Club
Send $1 and a self addressed stamped envelope to: "Springer Fan Club," c/o Bruce Papes, Jr. — President, 614 N. Broadway Street, Joliet, IL 60435. (815) 727-9115. (45)

Stop sleeping with bags!!!
'69 Ford Van, self-contained, bubble top, carpet, panel, stereo, built-in stove, refrig., sink, water tank, fold-up bed, good condition — many extras — hauls 2 bikes — $2995.00. (213) 637-9846 or (213) 659-1450. (45)

'76½ Husky 250 WR
Works Performance shocks, two Vesco tanks, fresh rebuild on top end, long travel forks — $600.00. '74 XR-75 — $150.00. (714) 586-0950 days — (213) 331-4290 eves. (45)

1975 XR750
Trick motor, extra wheels and gearing, $6,500. (313) 353-7866. (46)

'78 RM 125 C, brand new
Ridden once only, $850.00. Also used 125-C, $700. Works Performance shocks 14¼", excellent condition, $50.00. Aft. 7 (714) 990-2824. (45)

Road racing fairing
Camber Carrera full fairing & brackets for 750 Honda. Painted & pin striped. Needs windshield but never crunched. $100 or B.O. (714) 898-0316. (45)

1976 Smuggler 18 ft.
Do it in comfort, sleeps 6, self contained, refrig., hot water, shower, head, stove, oven, heater, clean. $3500. (714) 842-5244. (45)

Junior 750 ½ Miler
Triumph — Kennedy built and maintained. Race ready — proven winner. Extras available. (614) 475-0142 or (614) 475-8421. (45)

1978 Suzuki RM 400
Super clean, Metzelers, runs perfect, $1100.00. (213) 694-5998. (45)

****** Fox Air Shox *******
Used few times, like new, just changed oil, 14¾" fits RM-125's Suzuki. $195.00. Ask for Rick (213) 469-8731. (45)

19" Smuggler trailer
Self contained, carries five bikes and sleeps six. $2600/offer. (714) 968-2255. (45)

Champion Yamaha
250, '74 YZ, lower restuded for '75-76 top. 2 Bill's pipes, stock & Webco heads & cylinders, Barnes rear, spool in front. $1400.00 or offer. (209) 686-2779. (46)

(213) 348-8381. (35/TFN)

Sidecar with Honda 750
'70 model, air forks, new shocks and battery, 4-1 exhaust, fairing. Vintage British sidecar with top and trunk. Must see, $1800. (714) 494-0019. (45)

Greeves parts
Complete inventory on Greeves parts. Orders shipped U.P.S. GRAND PRIX SPECIALTIES (213) 985-1272 (47)

Partner wanted
For CRC Team Race, Barstow 11/26. Jr. Sr. Beginner 23XJ (213) 832-5720. (46)

'78 XS750 Yamaha
Backrest, rack, low, low mileage, excellent condition. (714) 689-1845. (45)

1976 Honda 125 8 (street)
Low miles, first sold 10/77. $550.00 or best offer. Excellent condition. (805) 482-2061 or (805) 482-4601 ask for Peggy. (45)

Leathers
Bates road race. 5'8", 150 lbs., excellent condition, $150. (213) 476-5302. (45)

Aberg TT500
Set up for enduro! YZ E forks, Terry kit, Fox shocks, Branch head, Norris cam, Big Bore kit, Speedo, Sun rims, IT wheels, over $5000 invested, $3495.00. Call (408) 262-8260. (46)

Yamaha 125D playbike
Help, my owner has me held prisoner in the garage, I'm gettin' lonely. I want to go riding, $610 — thanxs. Whew! (213) 370-0311. (45)

'75 KTM 400
Excellent condition, fast & reliable. Ridden twice in last 1½ years. Curnutts, big tank. $595.00. (213) 360-6868. (45)

'77 Husky 390
Mint condition, Sun rims, new tires, $1400.00. Olins shocks, $200.00. (213) 424-1179. (46)

1978 MAICO MAGNUM 400, 11" front & rear. Thor swingarm — Fox Airshox. It's perfect, $1200.00. Chris (915) 653-6130 or (915) 949-9493. (45)

'75 RD350 Production racer
Fresh TZ crank, TZ 700 pistons. Spares include 2 cranks, pistons, all street equipment, Michelin PZZ's. Fast & reliable. Call Jack, evenings. $600 or best. (213) 998-5628. (45)

1976 YAMAHA IT 400, clean, dependable, must sell, $750 OBO.)213) 691-4186. (45)

'78 RM 250 C
Little use, stored 6 months because of knee injury, excellent condition, gas Girlings, many extras. Must sell, need money for new van. Asking $650. Call after 5 p.m. (213) 724-3073. (46)

'76 YZ 400 Mono
$600.00 — 5:00x17 Metzeler, $45.00 — 3:00x21 Bridgestone, $8.00 — Desert tank, $30.00 — Lever Torque wrench, $10.00 — 12E lace up men's boots, $10.00. (213) 352-5259. (45)

Suzuki '78 RM 400 sano
Thor swingarm, Fox Air Shox, Metzelers, Cross Up tensioner, Twin Air, new chain, sprockets, piston and ring. Getting out of MX, $1200 + spares. (213) 943-6197. (45)

Wanted
Speedway rearwheel sprockets (5-hole mount). Large set preferable. (805) 736-9371. (49)

'76¾ AW 250cc Maico
Low miles, excellent condition, stored 6 months. $675.00 or trade for TT or XT 500 or DR370. Call (714) 839-9944 or (714) 776-7769. (45)

Honda XL350 special
XL350 in Redline trailbike — enduro frame. Torque, power and throttle response in a fine handling frame. Betors, Konis, street registered, 260 lbs. $800. (209) 951-5653. (45)

Luft Works seat covers
Quality heavy duty material, reinforced double stitching, factory Yamaha lettering both sides, Luft Racing logo on back. Available for '78 YZ 80, 100, '77, '78, 125, 250-400. Call or write to Luft Racing Products, 7831 Alabama, Canoga Pask, CA 91307. (213) 341-0448. (46)

Factory YZ
YZ-125D factory prepared. $800.00. Call early afternoon (714) 675-7004. (45)

Jawa Speedway bike
1974 Jawa, sprockets, etc. $950.00 O.N.O. (213) 390-2818. (46)

Position wanted
Sales rep North California, 8 years experience in motorcycle market. If you need a good man and willing to pay call Nick (916) 726-9274 after 6 p.m. (45)

TZ250 Monoshock
Morris mags, Lockheed brakes, E model engine. Many spares including complete 350 top end, 36mm Mikunis, fast and reliable. All for $2400 or best. Call Jack, evenings (213) 998-5628. (45)

Trade YZ250D for V.W.
YZ250D in excellent condition, Profab swingarm, new chain and sprockets. Trade for V.W. Bug of equal value or $800.00 firm. (714) 327-7857. (45)

'75 RICKMAN Z-1, YOSHIMURA, good K-81s, new chain & sprocket, also single seat cafe set-up. Clean, pretty & fast, a definite canyon thriller. $2750 or offer. John (213) 330-2090. (45)

Dealer Demo and Used Bike Sale

'78 Husky 390 Auto	
'78 Husky 390 CR	
'78 Husky 390 CR	
'77½ KTM 400 (2)	$1000 ea.
'77½ KTM 175	$900
'77 KTM 175	$800
'77 Bultaco 200	$650
'74 Yamaha 360	$400
'78 Bultaco 370 Pursang	
'78 Husky 390 OR Enduro Ready	

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2860 East Lincoln,
Anaheim, CA
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'77 RM250

Marzocchi forks with Fox air spring kit. Works Performance shocks. Metzelers & brand new Vesco tank. Bike handles and runs great. $895.00. (714) 968-5848. (46)

72 Honda SL70

Set-up for racing, reasonable. 714/897-8434. (45)

Yamaha 1978 SR500E

New Michelins, Jardine exhaust, Uni-filter, excellent. $1100.00. (213) 439-6744. (46)

'71 Honda SL

Runs good, has enduro gas tank. $150. (213) 421-8683. (45)

'77 TT 500 Yamaha

Seldom ridden, never dropped, Super Trapp, 19 or 21 front wheel, $1000. (714) 963-4103. (45)

Custom desert camper

Carries 8 scooters — 5 inside — 3 outside. 12x20 awning, shower, Servel refrigerator and much more. Excellent club vehicle. Call before you buy (714) 532-4351. (45)

1978 MAICO 250 MAGNUM — 11" front & rear — Fox airs — it's perfect. $1200.00. Chris (915) 653-6130 or (915) 949-9493. (45)

'77 Husky 390 CR

Desert set-up — big tank, skid plate, 6 plys, Curnutt shocks & swingarm, excellent condition. $1,250.00. (805) 251-2212. (45)

'78 YZ400E — 12" travel/front-rear SW rear spring — new tires — everything new. Bike raced 4 times — $1400. After 6 p.m. (714) 628-6795. (45)

1974 Yamaha 250 Enduro**

Has street lic. but is set up for dirt. Good cond. $325 (low blue is $430). (714) 685-4188. (45)

'76 KAWASAKI KZ 900, Denco pipe, 6M mi., mint, $1600. RICKMAN TRIUMPH, fresh '52, all aluminum 500 engine, mag, looks and runs great, $450. Sandy M-F 8-9 p.m. (213) 847-4705. (45)

'69 Bultaco 250

Matador complt. stock, street legal, ex. cond. $450. (805) 966-2700. (46)

Trick YZ80E fast

Curnutt shock, Terry kit 7" on both ends. DG seat, plates, fender and tank cover. AJ Racing Prod., pipe and oversized reed. New IRC tires & sprockets. Great condition. many extras! $500 or best offer. (805) 725-8973. (45)

'77 Maico AW400

Showroom condition, Luft reservoir shocks, air forks, many extras. Well maintained. Stored since 11/77, $850. (213) 454-2862. (45)

'73 MONTESA Cota 247, ex. cond., $400.00. '71 Ossa T.T. Scrambler, never raced, $400.00. Call after 4 p.m. (213) 379-1739. (46)

XR750 H-D

All rebuilt, all Lawwill, Sump motor, Mulholland front end, S&W shocks, modified frame. Serious buyers only. Best offer. (714) 636-0924. (45)

Antique

1947 — Simplex — belt-driven cycle, good condition and easily restorable — Taking offers — Call mornings before 8 (517) 685-2639 — Rose City, Mich. (46)

TZ 350 B

Fresh top end, Dunlops, Konis, drilled disc, parts for 250 conv. $1400.00. Call Dave (817) 526-6030. (46)

'77 Yamaha YZ 250 D

Great condition, Pro Fab swingarm, heavy duty front wheel, Metzelers, Bassett porting, Sunkin reed, Bassani pipe, Mark Porter silencer, race ready, and reliable. $825.00. (714) 753-8439. (45)

Collection Ariel-Velocette

Dozens of British bikes, 1939 M 20 B.S.A. to 1975 Norton Commando — H.D. 3 rail trailer, 15" wheels. Call or write for info. S.A.S.E., 16854 Tulsa St., Granada Hills, CA 91344. (213) 363-9130. (46)

National 125 YZE

Best suspended 125 in the world. Simon forks & Fox air monoshock, 11"-12" travel (worth over $600 alone). Never raced, 12 rides on bike. Many more extras. Set up for the Nationals. Call Mark before 5:00. Will trade for Honda 250R/KX250-A4 or cash. (213) 413-3127. (45)

1972, 125cc PENTON, only $200.00. (805) 482-2061. (45)

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WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and Mk IV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (TFN)

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Street legal, new 1500cc engine. Every off road xtra. Quality built thruout. Looks & runs great. $1600/trade for good enduro bike or compact car. (213) 899-0401. (45)

'75 XR750

Fresh engine, over $2500.00 worth of spares. All for $7000.00. Ask for Richard (214) 495-5205. (45)

Patraco Dynometer

With brake horsepower read-out. $2500.00. (707) 552-4944. R & J CYCLE, 510 Couch St., Vallejo, CA 94590. (46)

'72 Yamaha Enduro

Street legal, low miles, good condition. $400.00 or best offer. (213) 867-8145 ask for Janine. (46)

'73 OSSA 250cc PIONEER. Like new, engine rebuilt, new crank, bearings, seals, carb. Must see, $450.00. '67 YAMAHA 100cc. New battery, tires, needs minor work. $95.00/offer. (714) 751-8753 or (714) 759-2485 ask for Glenn. (45)

750 Champion Yamaha

Fast and clean with extras, asking $2,000. (206) 423-1816. (45)

Women's dirt bike

1976 KD175 KAWASAKI; S&W sprockets, perfect for women. This woman went to a bigger bike, excellent cond. (213) 868-0192. $520.00. (45)

1938 Velocette KSS

Restored to original, $2,000. (415) 474-3961. (45)

'77 IT-400 only 600 miles

White Bros. mods; st. legal, $995. "Countdown Engineering" enduro clock. (213) 924-5052. (45)

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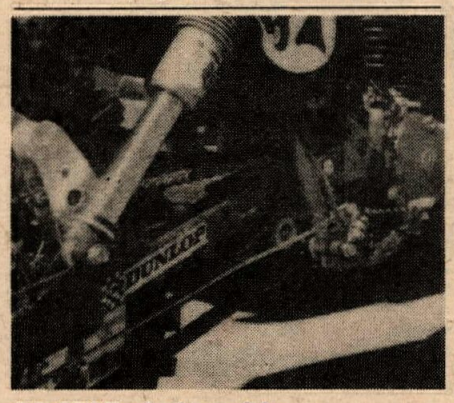

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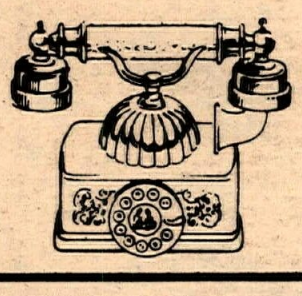

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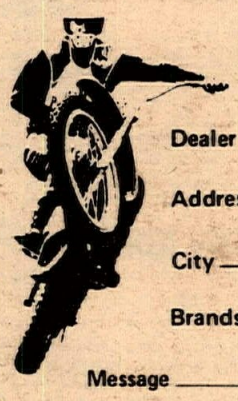

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GOOD LUCK!

1. What brand of motorcycle won the most National and Supercross events for the 1978 season?

2. Name the rider and the only stadium event in which he competed on a 125cc motorcycle.

3. How may times and on what brand or brands of motorcycles has Jim Ellis won the Superbowl of Motocross at the Los Angeles Coliseum?

4. Name the rider and the year that he won two 500cc stadium races in a row.

5. What size of engine was used in the first Kawasaki Green Streak Scrambler?

6. Name the rider and the brand of motorcycle that won the first two 250cc 100 Mile Competition Road Races at Daytona.

7. Name the Grand National Champions that have won the National Number 1 plate three times in a row

8. Name the only foreign rider to win the Superbowl of Motocross at the Los Angeles Coliseum and name the brand of motorcycle that he rode.

9. What year was the first Honda distributed by American Honda Motor Corp., sold in the United States?

10. What was the first 250cc motorcycle imported into the United States with a 6 speed transmission?

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